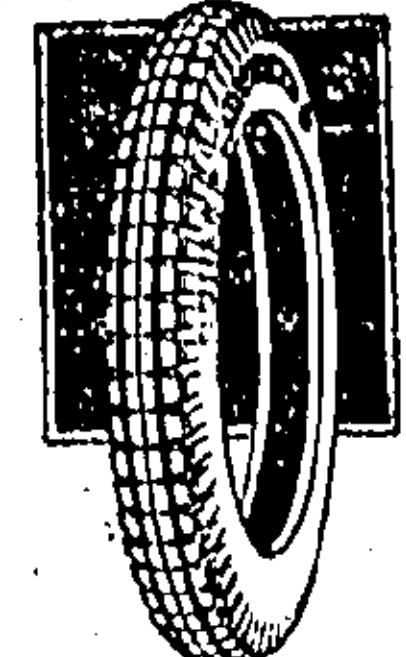


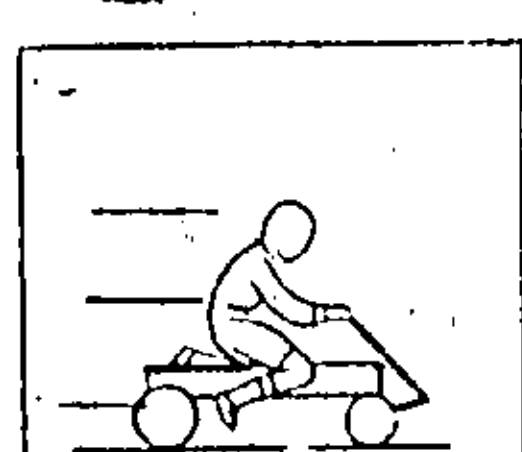
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The China Mail

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No. 27,772

HONG KONG, THURSDAY, APRIL 16, 1931.

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SATISFACTORY YEAR

SHAREHOLDER'S PLEA FOR A STABLE CURRENCY.

BUS SERVICES' POPULARITY

Mention of a share issue that will make available a further twenty lacs for development of the company's properties was made by Mr. J. H. Taggart, who took the chair at the annual meeting of the Hong Kong and Shanghai Hotels, Ltd., this morning.

Mr. Taggart also referred to the benefits derived by the sale of the Majestic Hotel property in Shanghai. He was of opinion that although working profits showed a decrease, the year's business had been quite satisfactory in view of the unparalleled trade and exchange conditions.

The Company's buses had been kept at a high stage of efficiency, and were increasingly popular. The question of the use of Diesel oil engines on the buses was under consideration.

\$27,000 LEGAL EXPENSES

The Chairman also referred in passing to an item for over \$27,000, "legal and other expenses" in connection with the Court action over the refrigerating plant at the Peninsula Hotel. He added that the matter was settled out of Court after a three weeks' hearing, which necessitated heavy payments to expert witnesses and others.

Mr. J. E. Joseph, in the course of seconding the motion, made an urgent plea for a more stable currency in Hong Kong. He deprecated the indiscriminate speculation that put the local exchanges in so precarious a state.

CHAIRMAN'S SPEECH.

In moving the adoption of the report and accounts, Mr. Taggart said:—You will observe from a perusal of the credit side of the profit and loss account that the balance of the working account amounted to \$1,296,439.35 against \$1,358,969.16 for the preceding year. Although a decrease of \$62,529 is thus displayed, this result should not, in the circumstances, be regarded as unsatisfactory.

Last year's result has been obtained in spite of the adverse trend in exchange during the major portion of the year, with consequential increased cost of imported commodities, beverages, fuel, etc. Moreover, the drastic depreciation of the local currency inflicted considerable increases in our operating costs in every department, and necessary replacements to plant and machinery, and the general equipment of the Hotels, were perforce effected at enhanced cost.

More Patronage.

The Company's establishments in Hong Kong have experienced during the year an appreciable increase in patronage over that enjoyed last year, more particularly from transient guests. Our establishments in Shanghai, however, were, during the earlier portion of last year, in the position of having to meet somewhat severe competition, with the advent of a new hostelry in that port.

Nevertheless, the progressive effect of resistance resulted in a gratifying volume of patronage being experienced at the Company's two hotels in Shanghai, leading to a satisfactory contribution from that source to the general working account profits. Coupled with this fact it is pleasing to report that returns from the northern port during the first quarter of the current year record further improved business over the corresponding period of last year—tangible evidence of the adherence of a clientele at your establishments in Shanghai sufficient to maintain a satisfactory volume of business there.

Majestic Hotel Sale.

With regard to the disposal of the Majestic Hotel, although the property was not handed over by this Company to the purchaser until March 31, 1930, a diminution in the earning capacity of that establishment was experienced during the first, and incidentally what we regard as the most productive quarter of our

financial year, for the purchasers' decision relative to the closing down of the residential portion of the establishment had an adverse influence upon bookings retro-spectively from the beginning of the year.

Turning to the debit side of the profit and loss account, you will notice, on making comparison with the figures in respect of the previous financial year, that "Rent, Rates, Taxes and Licences" show an increase of \$26,882. This increase is due mainly to the imposition of a tax on the seating capacity of our buses, and to the inclusion of the rental paid to the new owners of the Majestic Hotel, under the terms of sale relating to that property, for the Company's tenancy of the establishment during practically the whole of the first quarter of 1930.

Financial Items.
The item of "Bank Interest" you will note is reduced by \$109,415, this being consequential upon the reduction of the Company's indebtedness made capable by the receipt of the funds representing the purchase price of the Majestic Hotel property.

You will observe that the item "Audit, Accountancy and Legal Fees" is increased by \$27,965. This increase is brought about by the payment of legal, etc., fees incurred by the Company in contesting the action brought against us by the firm who installed the refrigerating plant at the Peninsula Hotel.

This firm claimed from the Company certain moneys as being a balance due to them under their contract for the installation of the plant, whilst your Company contended that a counter-claim existed on their part in respect of faulty work. This action was equitably settled out of court after the trial had been proceeding about three weeks, a course of action your Board deemed it advisable to acquiesce in, for the highly technical nature of the case involved the retention of expensive experts as witnesses, and it was considered that, if the case had been carried to conclusion after further lengthy trial, considerable additional legal expenses would have been involved, irrecoverable even in the event of the Company obtaining a verdict in the action, a state of affairs, which, in the opinion of your Board, the monetary importance of the matter at issue did not warrant.

Maintenance Charges.

You will note that the expenditure for the year under the heading of "Maintenance and Repairs" is down by \$43,433, vis-à-vis the previous year. Whilst making reference to this item I would mention that expenditure incurred in effecting modernisation of certain equipment, which strictly speaking could be included within the purview of capital expenditure, has been written off out of revenue. Furthermore, in this connection, it was not considered expedient to encroach upon funds standing to the credit of the "Repairs and Renewals Account," and the sum of \$100,000, which was allocated

ROCKET PLANE AT LAST A SUCCESS.

Reaches 6,000 Feet and Glides Back to Earth.

WINGS UNFOLD.

Osnabrueck, Yesterday. Claimed by its inventor, an aeronautical engineer, Reinhold Tillig, to be "a real rocket plane," because it returns near its starting point, a new rocket tried out here to-day reached a height of 6,000 feet, where it automatically unfolded its two wings and glided to earth undamaged. The rocket was propelled by gun powder, and the inventor contemplates constructing a man-carrying rocket.—Reuter.

thereto from the profits of the preceding year, still remains to the credit of that account.

Depreciation Figures.
Depreciation for the period under review has been provided for upon our usual conservative basis. In this connection you will note that it has been considered expedient to withdraw the sum of \$200,000 from the "Depreciation Reserve," in order to maintain provision of depreciation on the basis of the standard set in past years in respect of the Company's various classes of assets, a matter to which I propose to refer to again later.

Coming to the assets side of the Balance Sheet, there is little calling for comment, for the depreciation written off the assets accounts in most instances for the differences appearing when making comparison with the figures of the preceding year.

Investments.

I would, however, remark upon one item appearing amongst the assets, namely, investments, which stand in the Balance Sheet at cost, \$462,174.43. Of this figure \$459,790.07 is the cost of acquisition of the Company's holding of shares in the Grand Hotel des Wagons-Lits, Ltd., which holding represents approximately 90 per cent. of that Company's issued capital.

The Hotel operated by the Grand Hotel des Wagons-Lits, Ltd., situate, as you know, in the Legation Quarter of Peking, has, over the past few years, had to contend with competition from an establishment offering the advantages attaching to a building of more modern construction, and, moreover, the volume of tourist business fell far short of reasonable expectation, due to the long prevailing unsettled political situation in the North.

The somewhat small operative profits made over the past four years, being insufficient to provide more than a nominal return on your investment in that Company, have been utilised for the purpose of depreciating the whole of the assets on a more liberal basis than the actual life of the demands. As a result rigid conservation of cash resources has been made, and by judicious investment of the surplus funds it has been possible to build up an Investment Fund of satisfactory dimensions, and, in this connection, you will be interested to learn that the Grand Hotel des Wagons-Lits, Ltd., has been enabled, at March 31 last, to redeem the whole of its indebtedness to the holders of its Debenture issues, totalling Tienten Taels 231,900.

I think I may say without undue optimism that the Company's improved position as a result of being relieved of all debt, aided by the greater volume of business now experienced at the Hotel in Peking, is such as to warrant anticipation of an early termination of the period of non-productiveness of this investment.

Mortgage Loans.

Turning to the liabilities side of the Balance Sheet, you will note that "Depreciation Reserve" has suffered reduction to the extent to which I have previously referred. The item "Loans secured by Mortgages" stands at \$4,800,149.31 on December 31, 1930, as against \$7,042,123.14 in the accounts for the previous year, the reduction under this heading being effected as a result of the receipt of the purchase price of the Majestic Hotel property.

"Sundry Creditors" are less by \$138,191.

(Continued on page 7.)

PAYMENT OF CIVIL SERVANTS.

H.K.'s Position Queried in Commons.

NEW RECRUITS.

London, Yesterday. The rate of payment of Civil Servants in Hong Kong was raised at question time in the House of Commons to-day. Dr. Shiels, replying, confirmed the statement that Civil Servants recruited on a sterling basis were now paid on the basis of half at the true and half at the artificial rate of exchange, and now recruits would be paid on the same basis, but the latter are informed of the conversion rates.

He added that in view of the serious financial position of Hong Kong, the Government would not change the conversion rates if possible at present, but the matter would be reconsidered on the receipt of the report of the Commission which had been sent to Hong Kong to review the currency position.—Reuter.

COOLIE KILLED.

FLYING CLUB OFFICIAL'S ACCIDENT.

CONFUSION OF NAMES.

It was learned this morning that the Chinese who was knocked down and killed by a private car

MORE RAIN.

To-day's weather report, from the Royal Observatory, states:—

A depression covers China. Pressure is highest to the East of Japan. Local f. s. e. t.—Southerly winds; moderate; equally; generally overcast; occasional rain.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. 0.16 inch. Rainfall since January 1—7.26 inches against an average of 8.60 inches—deficit 1.46 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	78
Macao	76
Manila	79
Foochow	60
Amoy	65
Chefoo	42
Shanghai	62

In the New Territories was a man named Mow Fung, (71) who lived at a hut at Tai Wan Village.

The driver of the car was Mr. W. R. Hawes, described as a ground engineer at the Hong Kong Flying Club. Yesterday's report gave the name as Mr. Howes, but apparently this was incorrect. Mr. Hawes being the pilot-instructor at the Club.

The accident occurred on the Sai Kung Road, near Sa Tin Village, when the man was overtaken and knocked down by the car.

SIAMESE KING ILL.

INDISPOSED ABOARD EMPRESS OF JAPAN.

ENGAGEMENTS CANCELLED.

Vancouver, Yesterday. The King of Siam is at present indisposed aboard the liner Empress of Japan, according to a wireless despatch, and the Siamese Minister has cancelled the entertainments arranged for his arrival on April 17.—Reuter.

EXTRALITY ISSUE.

NEGOTIATIONS SAID TO BE PROCEEDING.

MINISTER'S STATEMENT.

London, Yesterday. In the House of Commons, replying to Sir Kingsley Wood, Mr. Arthur Henderson stated that the negotiations with the Nanking Government in regard to extrality were still proceeding. He was not yet in a position to make a statement on the matter.—Reuter.

SALVAGE TUG TO RESCUE.

Mishap to the Steamer Limchow.

PASSENGERS TAKEN OFF.

The salvage tug Henry Keswick left Hong Kong at 4 o'clock this morning to go to the assistance of the s.s. Limchow which is aground near Pochim Pagoda in the Hainan Straits.

According to first intimation received here by the Sing Kee Co., the local agents of the Limchow, the grounding of the vessel occurred after a collision with the s.s. Canton (the Messageries Maritimes, local agents); but later news stated that the passengers of the Limchow were taken off by the s.s. Canton and the s.s. Kiangsu and were being conveyed to Haiphong.

Impact Not Serious.

This seems to indicate that the grounding of the Limchow occurred in an attempt to avert a collision with the Canton and that the impact between the ships, if there was one, could not have been severe as the Canton appears to be undamaged and was able to proceed to Haiphong with some of the Limchow's passengers. The Sing Kee Co. wireless last night for more information on this point, but no further news has so far come through from the scene of the mishap.

Both vessels, which were built in Germany, fly the French flag and are registered in Haiphong.

Ex-German Vessels.

Lloyds' particulars of the vessels are:—

Canton (ex Kong Ring, ex Condor), 1,627 (933 net) tonnage, built in 1915 by G. Seebeck Akt. Ges., Wesermünde, owned by the Cie Indo-Chinoise de Navigation. Steel screw steamer, length, 242.4; breadth, 36.0; depth, 18.7.

Limchow (ex Song Ma, ex Thekla Bohlen), 2,239 (1,416 net) tonnage, built in 1894 by Blohm and Voss, Hamburg, owned by J. Pannier & Co. Steel screw steamer, length 290.7; breadth, 38.1; depth, 23.7.

CUSTOMS PACT.

GERMAN MINISTER TO EXPLAIN MOTIVES.

CONCERTED ACTION.

Rugby, Yesterday.

Replying to a number of House of Commons' questions on the proposed Austro-German Customs Union, the Foreign Minister, Mr. Arthur Henderson, said that he was in consultation with the President of the Board of Trade, Mr. W. Graham, on the economic aspects of the proposed Customs Union.

A Geneva telegram to-night says that Dr. Curtius has intimated to the League Secretariat that he will explain the motives of the Austro-German agreement in the European Committee on May 16, in the discussion on the failure of the commercial Convention drafted by the Conference for concerted economic action in March last year.—British Wireless Service.

OUR CURRENCY.

COMMISSION'S INVITATION FOR INTERVIEWS.

BEFORE END OF APRIL.

The Colonial Secretary informs us that the Hong Kong Currency Commission wish to make it known that they are prepared to interview any persons who desire to place their views before them, at any time before April 30.

Persons who desire to avail themselves of this invitation are requested to send their names to Mr. N. L. Smith, at the Colonial Secretary's Office, together with a précis of the evidence which they desire to tender and an intimation of the dates and times on which it would be convenient for them to appear.

The Commission have already received evidence from a number of gentlemen who appeared before the Currency Committee of 1930 or have been put forward as witnesses by various public bodies in Hong Kong.

"I HAVE LOST THE LOVE OF MY PEOPLE"

ALFONSO CALMLY RETIRES

KING FEELS THAT DISAFFECTION WILL NOT BE PERMANENT.

MOVING SCENES

Moving scenes marked the departure of King Alfonso from his native country yesterday, when he was followed later by Queen Ena and the other members of the Royal family. "I renounce none of my rights," the King had declared in a manifesto prepared before leaving Madrid, and to his faithful followers he admitted that, although it was clear that he had lost the love of his people, he felt that by abdicating he was performing a duty dictated by love of country. He wished that other Spaniards might have as deep a comprehension of their duty as he.

SPAIN ALWAYS GENEROUS

Paris, Yesterday.

A manifesto prepared by ex-King Alfonso before leaving Madrid says that the elections clearly showed him that he had lost the love of his people, but conscience tells him that this disaffection will not be permanent, because he always acted so as to serve Spain. Doubtless he erred sometimes, but Spain was always generous to unwilling faults. He might have used various means to maintain the Royal prerogative to fight his adversaries effectively, but he resolutely wanted to eschew anything that might throw his countrymen into a civil, fratricidal war.

"Love of My Country."

King Alfonso, in his manifesto, says: "I renounce none of my rights. I am waiting to learn the real expression of collective opinion of the public, and until the Nation has spoken I shall deliberately suspend the exercise of Royal power and depart from Spain, thus recognising that she is the sole mistress of her destinies. I am performing a duty dictated to me by love of my country, and I pray God that other Spaniards may have as deep a comprehension of their duty as I."

Moving Scenes.

Madrid, Yesterday. Ex-King Alfonso's departure from the Palace, which was arranged very secretly, was most affecting. While motor cars were waiting and courtiers standing by a so-called "secret" door opening on the Campo del Moro, King Alfonso went to the room of his ailing son, Prince of Asturias, with whom several nobles were conversing.

The nobles departed, leaving King Alfonso alone with his son. King Alfonso, re-appearing, saluted the bystanders. His face and manner did not betray emotion when he said:—

"I have to demonstrate that I am more democratic than those who consider themselves democratic. It was the only one thing to do after the result of Sunday's voting, and if I failed to do this I should bring about civil war. I love Spain too much not to do this."

The listeners were in tears as King Alfonso, with affectionate phrases, embraced them severally and partook of a light supper. He bid farewell to the Queen and his children, asking them to return to their room. He then spoke a few words to the Guard of Honour and Halberdiers, whose officers broke into cries of "Viva el Rey." All were very moved but the King, still calm, waved his hand, turned as he entered the lift, and said quietly: "Long live Spain," and departed.

Queen Departs.

Hendaye, Yesterday. Queen Ena with her family arrived by train here and was respectfully greeted throughout the route. There was some delay, owing to an overheated axle and the carriage had to be changed.

General Sanjurjo, head of the Civil Guards, and a special body of Guards wearing red brassards, accompanied the Queen to the frontier.

Discipline Urged.

While Spain was holidaying the provisional Government was

working hard publishing decrees urging discipline and the maintenance of order, nominating Ministers, and establishing statutes for the Government, providing an amnesty and creating a Ministry of Communications.

In a long apology for its existence, the Government declares that although it has full powers, it is prepared to submit its actions to the verdict of a constituent Assembly, and recommends an enquiry into the events preceding the dissolution of Parliament in 1930, and subsequent happenings, and the revision of official, civil, and military organisations. It concludes by assuring respect of private property, and the improvement of the condition of the peasantry. The amended list of the provisional Government is: Senor Martinez Barrios as Minister of Communications; Senor Nicolau Dolner as Minister of Economy; Senor Marcelino Domingo as Minister of Public Instruction, and Senor Fernando Delorsio as Minister of Justice.

Navy Turns Republic.

The Commander-in-Chief of the Naval Squadron has telegraphed from Cartagena that the Republic has been proclaimed in all warships. Advice from Tetuan state that the Republic has been proclaimed in Spanish Morocco. The High Commissioner has telegraphed Madrid announcing his adherence to the new regime. The native guard in the High Commissioner's office, mistaking the intentions of demonstrators holding a procession, fired, wounding eight persons.

Touts Make Hay.

New York, Yesterday. Municipal publicists are seizing the shining hour afforded by the King's abdication, and wireless messages have been sent from Los Angeles inviting King Alfonso to come and forget his troubles at the Fiesta to be held there in September, and from St. Augustine, Florida, inviting him to settle down in the homely atmosphere of their town, the oldest city in the United States, with a Spanish background dating back to 1565.

Tangier, Yesterday.

Blood has been shed in Tetuan through a difference of view regarding the new Spanish Republicans. The crowd insisted on hoisting the Republican flag on the residence of the senior official. The latter objected and ordered the guard to fire. Two persons were killed and several wounded.

Madrid, Yesterday.

Ugly suspicion for the moment dangerously replaced the goodwill with which the crowds had previously regarded the Civil Guards. Excited people started booing and bawling the Guards as Monarchical relics. The situation was saved by senior officers ostentatiously tearing off the Royal crown from their uniforms. The rank and file followed suit to the shrieking joy of the beholders.

Treaty to Be Scrapped.

Paris, Yesterday. Indications of the Spanish Republican Government's policy were given by Senor Prieto when interviewed in the train, proceeding to Spain. He affirmed: "We shall meet all our financial engagements."

(Continued on Page 12.)

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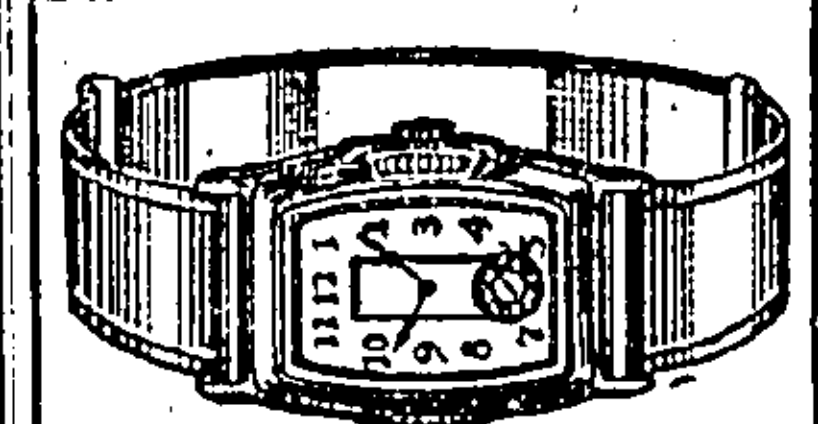


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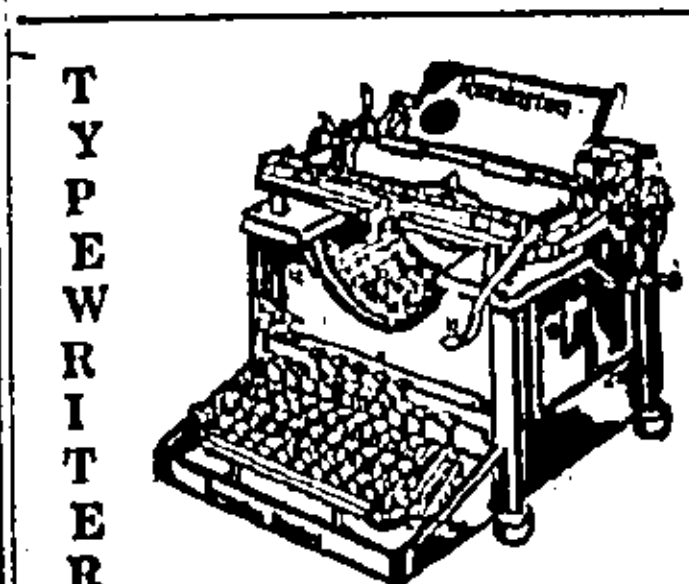


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SPORT NOTICES

THE HONG KONG JOCKEY
CLUB.

THE THIRD EXTRA RACE
MEETING will be held (wea-
ther permitting) at Happy Valley
on SATURDAY, 18th April, 1931,
commencing at 1.30 p.m.
The first bell will be rung at
1 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they
and their ladies must wear their
badges prominently displayed.
No one without a badge will be
admitted to the Members' Enclo-
sure. Badges admitting non-
members to the Members' Enclo-
sure and Club Rooms at \$5 for
Gentlemen and \$3 for Ladies (both
including tax) are obtainable
through the Secretary upon intro-
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Race Course.
Members can obtain upon ap-
plication to the Secretary badges
(limited to ONE) for the free ad-
mission to the Members' Enclosure
of wives, lady relatives and
friends. Names must be stated
when applying.
On no pretext will children be
permitted in either Enclosure dur-
ing the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the
Public Enclosure is \$2 includ-
ing tax, for all persons includ-
ing ladies and is payable at the
Gate.
Soldiers and Sailors in uniform
are admitted half price.
Bookmakers, Tie Tac men, &c.
will not be permitted to operate
within the precincts of the Hong
Kong Jockey Club during the Race
Meeting.
Tiffin will be obtainable in the
Restaurant in the Public Enclo-
sure.
By Order,
C. B. BROWN,
Secretary.
Hong Kong, 11th April, 1931.

MISCELLANEOUS

YOUR VISITING CARDS neatly and
promptly printed. "China" Mail
Office, No. 5A, Wyndham St. Tele-
phone 20022.

GENERAL NOTICES

WHIST DRIVE.

POLICE RECREATION CLUB
Happy Valley.
TO-NIGHT at 8.45.
Admission 50 cts.

CHINA ENTERTAINMENT AND
LAND INVESTMENT COMPANY,
LIMITED.

NOTICE.

LIANG CHI-HAO, Managing
Director, pursuant to the
power vested in me under Article
5 of the Articles of Association of
this Company intend to offer to
the Shareholders on the register
on the 20th April, 1931, the re-
maining 20,000 Ordinary Shares
of the nominal value of \$10.00
each issued by the Company at
par in proportion to the existing
shares held by them respectively
on that date.
Dated this 13th day of April,
1931.
LIANG CHI-HAO,
Managing Director.

OUR

LADIES' TAILORING
DEPARTMENT

undertakes to execute orders
FOR MAKING DRESSES &
GOWNS on latest styles with-
in 16 hours.

LOVELY SILK STORE
No. 2, Stanley Street. Tel. 22100.
(Adjoining D'Aguiar Street.)

ALEXANDER'S INSTITUT DE
BEAUTE

For the best Permanent Finger and
Marcel Waves. Hair Cutting and
Manicure for Ladies and
Gentlemen.
Pottier Bldg., 1st floor, Room 5.
Tel. 21169.
Opposite entrance H.K. Hotel.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received
instructions from Mr. John S.
Smith, the proprietor of the Sta-
tion Hotel, to sell by Public Auc-
tion,

ON
THURSDAY, FRIDAY and
SATURDAY,
April 23, 24, and 25, 1931,
commencing each day at 10.30 a.m.
at STATION HOTEL,
Nos. 65 and 67, Nathan Road,
Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE

comprising:—
Teak Hatstand, Chesterfield
Couch and Chairs, Large Arm-
chairs, Bookcases, Slide Boards,
Folding Screens, Long Mirrors,
Pictures, Clocks, Brass Fenders,
Brass Ware, Ornament, Carpets,
Rugs, Curtains, Flower Stands, etc.
Teak Dining Tables, Round and
Square Tables, Dining Chairs,
Teak Sideboards, Dinner Waggons,
Ice Chests, Filters, Dinner
Crockery, Glass Ware, E. P.
Cutlery, Table and Ceiling Fans,
etc.

Teak and Iron Bedstead, Teak
Double and Single Wardrobes with
Bevelled Mirror Doors, Mantle
Pieces, Dressing Tables, Marble
Top Washstands, Chest of Drawers,
Desks, Batian Ware, Linen and
Blankets, etc.
Electric Lights and Fittings,
Porcelain Wash Basins, Shanghai
Baths, Cooking Stove, Gas Stove,
Water Tanks, Plants and Ferns in
Pots, etc.

also
Chubb's Safe.
Piano by Moutrie,
and
A Quantity of
BLACKWOOD WARE.

Terms:—Cash on Delivery.
On View from Tuesday, April 21,
1931.
LAMMERT BROS.,
Auctioneers.
Hong Kong, April 16, 1931.

ROUND THE CINEMAS

MR. SOMERSET MAUGHAM'S
SATIRE.

'STRICTLY UNCONVENTIONAL'

The score stands five to two for
Great Britain against America in
the cast of the clever W. Somerset
Maugham's satire on marriage,
"Strictly Unconventional," which
Metro-Goldwyn-Mayer is showing
in the Queen's Theatre to-day.
The group of players are probably
more predominantly British than
any similar collection ever to ap-
pear in an American picture. Paul
Cavanagh is from Chislehurst,
Kent, and Tyrrell Davis from Sur-
biton. Ernest Torrence hails
from Edinburgh; and Alison Skip-
worth and Mary Forbes from Lon-
don.
Lewis Stone and Catherine Dale
Owen are the sole Americans.
Stone's birthplace was Worcester,
Mass, while Miss Owen is the
daughter of an executive of the
Liggett-Mayers Tobacco Company,
and the family home is Louisville,
Kentucky.

"THE LAUGHING LADY."

In less than a year's time, Ruth
Chatterton has risen to a place of
prominence in the film world al-
most as high as the pinnacle of
public favour upon which Clara
Bow perches.

Miss Chatterton's fan mail, ac-
cording to the publisher of a fan
magazine, has increased to such a
volume in the past few months that
she is almost as close to the leader-
ship held by the flaming haired "It
Girl" from Brooklyn as anyone
else in the movie world is.

Her first appearance was in sup-
port of Emil Jannings in one of
the last pictures he made before
his return to Germany—"Sins of
the Fathers." Since then she has
played in "The Doctor's Secret,"
"The Dummy," and "Madame X."

Her most recent all-talking pic-
ture is "The Laughing Lady." It
comes to the Central Theatre for a
three days run, beginning to-day.

"THE GREAT GABBO."

James Cruze, always a source of
delightful bits of screen novelties,
introduces a few unique innovations
in "The Great Gabbo," his first talk-
ing picture, now showing in the
Majestic Theatre.

As an illustration, this all-di-
alogue singing and dancing spec-
tacle, presents Erich von Stroheim
the star of the picture, as a ven-
triloquist with "Little Otto," his
life-like, mannikin, furnishing the
secondary motivation of the story.

This one idea would be enough
for many directors, but James
Cruze has von Stroheim swallow silk
handkerchiefs, eat fire, and per-
form other equally new stunts—new
from a photoplay viewpoint.

And to cap the climax, Erich von
Stroheim speaks German, his native
tongue, in one of the most realistic
situations of the entire production.

"THE LAST PERFORMANCE."

At the World Theatre from to-
day to Saturday, there is being
screened a double attraction: Con-
rad Veidt and Mary Philbin in
"The Last Performance" and
Laura La Plante and Fred Kolk in
"Hold Your Man."

The first attraction tells of the
lives of three people, a girl, a
youth and a man, and relates the
story of three passions—love,
desire and hate. The final portion
of the film provides a dramatic
scene in a murder trial, where a
magician, as a witness for the de-
fence, makes a startling confes-
sion.

"Hold Your Man" is an all-
talking comedy. Miss La Plante
is seen in the role of an artist,
who craves for a visit to Paris.
She is married to Fred Kolk and
sues for a divorce. The complica-
tions that arise and the subsequent
humour provide good entertain-
ment.

"WHOOPEE"

Many an actor has been on the
stage for 25 years, but few mem-
bers of the profession have ever
equalled the record set up in 25
years of acting by Spencer Char-
ters, veteran Theatrical, who ap-
pears in support of Eddie Can-
tor in "Whoopie," the Samuel
Goldwyn-Florianz Ziegfeld musical
riot which comes to the Queen's
Theatre on Sunday. In his time
Mr. Charters has appeared in over
600 separate roles.

This number has included his
first great successes in "Seven
Keys to Baldpate" and "It Pays to
Advertise" as well as the privilege
of creating the world-famous role
of the hired man in George M.
Cohan's "The Tavern" with its
memorable line that became part
of the American language:
"What's all the shootin' for?"
Now, as Jerome Underwoods, the
testy old millionaire of "Whoopie,"
he has an opportunity to make use
of all the fruits of his mellowed
experience.

Portugal is the latest recruit to
the forthcoming World's Grain Ex-
hibition and Conference to be held
in Regina in the Summer of 1932.
It is officially announced that a
commission has been appointed to



CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.
(Facing the Kowloon Cricket
Club. Four minutes from ferry
by bus.)
Suites of rooms (single and
double), hot and cold water
system, all modern sanitation,
private bathrooms attached.

EXCLUSIVE TABLE
entirely under European
management.

Hotel has a splendid aspect in
one of the finest locations in
Kowloon, away from noise, yet
easily accessible.
Terms very moderate. Reserva-
tions by letter or cable.

CLAREMONT

Tels.: 57389 & 57385 (Private).
Telegraphic Add: "Fern" H.K.
Our motto is "SERVICE."

PHOTO-SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and
Enlarging.

ZIESS and BUSCH
FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

Tel. No. 23459.
26A, Des Voeux Road, C.
Hong Kong.

make the necessary arrangements,
the chairman of the commission
being Prof. Ruy Mayer of the Lisbon
Agricultural College. The twelve
countries that have so far accepted
the invitation to participate at the
show are: Italy, Peru, Yugoslavia,
Guatemala, New Zealand, Czechoslo-
vakia, the Netherlands, Belgium,
Poland, Siam, India and Portugal.

LOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
* S.S. "PILSNA"	—	Apr. 19, 10 a.m.
M.V. "COL DI LANA"	—	May 10
* S.S. "GRACOVIA"	May 5	May 17
S.S. "MONCALIERI"	May 4	June 3
* S.S. "GANGE"	May 27	June 17
S.S. "CARIGNANO"	June 1	July 5
* S.S. "PILSNA"	June 30	July 12

Passenger Steamers with First, Second and Second Economic Classes.

† Outward voyage to Shanghai only.

Particular attention is called to the s.s. Gange which will make the voyage Hong Kong/Italy in 24 days and Hong Kong/London in 26 days.

For Freight and Passages apply to:
Queen's Building.
Tel. 28021

DODWELL & CO., LTD.
Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.		
CHICHIBU MARU	Wednesday,	29th April.
TATSUTA MARU	Wednesday,	13th May.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.		
HEIAN MARU	Tuesday,	21st April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via		
Singapore, Penang, Colombo, Suez.		
HAKOZAKI MARU	Saturday,	18th April.
TERUKUNI MARU	Saturday,	2nd May.
SYDNEY & MELBOURNE via Manila & Ports.		
KAMO MARU	Saturday,	25th April.
KITANO MARU	Saturday,	23rd May.
BOMBAY via Singapore, Penang, & Colombo.		
+ TOTTORI MARU	Monday,	27th April.
+ YAMAGATA MARU	Thursday,	30th April.
SOUTH AMERICA (West Coast) via Japan, Honolulu,		
Los Angeles, Mexico and Panama.		
BOKUYO MARU	Wednesday,	22nd April.
NEW YORK, BOSTON via Panama.		
TSUYAMA MARU	Saturday,	2nd May.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.		
+ TOYOOKA MARU	Friday,	15th May.
CALCUTTA via Singapore, Penang & Rangoon.		
+ MURORAN MARU	Thursday,	16th April.
AKITA MARU	Wednesday,	29th April.
SHANGHAI, KORE & YOKOHAMA.		
HARUNA MARU	Friday,	17th April.
+ TSUSHIMA MARU	Monday,	20th April.
+ CALCUTTA MARU (Moj direct)	Monday,	20th April.

For further information apply to:—**NIPPON YUSEN KAISHA.**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Tues., 26th May
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Santos Maru	Mon., 27th Apr.
BOMBAY via Singapore, Port Swettenham & Colombo.	Havre Maru	Thurs., 16th Apr.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Borneo Maru	Sun., 19th Apr.
MELBOURNE via Manila, Brisbane & Sydney.	Mexico Maru	Tues., 5th May
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Melbourne Maru	Wed., 6th May
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Himalaya Maru	Sat., 18th Apr.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwanto Maru	Wed., 22nd Apr.
JAPAN PORTS (Freight Service).	Menado Maru	Thurs., 16th Apr.
HAIKONG via Hainan & Amoy (3 p.m. every Sunday).	Hozan Maru	Sun., 19th Apr.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun., 26th Apr.
TAKAO via Swatow & Amoy (Fortnightly).		

For further particulars please apply to:
OSAKA SHOEN KAISHA.
Telephone 28061.

HONG KONG BENEVOLENT SOCIETY.

JUMBLE SALE

MAY 5th, 2 P.M.

CITY HALL.

CLOTHING & HOUSEHOLD GOODS gratefully
accepted at CITY HALL any MONDAY or
THURSDAY, between 10.30 and 11.30.



FELIX ROUSSEL.

NEW FRENCH MAIL SHIP.

The Societe des Services Contractuels des Messageries Maritimes has placed on their China-Japan Mail Line their new m.v. Felix Roussel.

The Felix Roussel which was built at the Saint-Nazaire yard of the Ateliers et Chantiers de la Loire is the third motor vessel built by the Messageries Maritimes; a further addition, the Georges Philippart which at the special request of the Company's staff was given the name of the present Chairman of the Company, and is also intended for the Messageries Maritimes China-Japan Line, was launched at St. Nazaire on November 6, and is at present in course of completion, whilst still another, the Aramis, also intended for the M.M. China-Japan Line, is at present being built at La Seyne.

Further motor vessels already built for the M.M.'s various other lines or in the course of completion include the m.v. Theophile Gauthier (Mediterranean Line), Eridan (Australian Line), Jean Laborde now in course of completion at La Ciotat and Marechal Joffre at present being built at La Ciotat both intended for the M.M. (Madagascar and Indian Ocean Line).

Upon completion of these various vessels the Messageries will have, accordingly, seven motor vessels in service.

In continuation of a tradition which included already the names of such former Chairmen of the Messageries Maritimes as Ernest Simons, Armand Behic, Andre Lebon, the new m.v. has been named after the late Chairman of the Company, M. Felix Roussel, who died on September 6, 1925.

The Felix Roussel, which was built under the special survey of the Bureau Veritas, has a straight stem and a cruiser stern and two square funnels which give to the ship a novel and special appearance. The vessel is 556 feet long over all, 68 feet in beam, 46.6 feet in depth to the upper deck with a draught of 27.3 feet, a corresponding displacement of 20,945 tons and a deadweight capacity of 10,200 tons. Her hull is divided into 9 water tight compartments by 8 water tight bulkheads fitted with four hydraulically operated Stone-doors. She carries 24 life boats including 2 motor life boats fitted with wireless. She has three continuous decks and four partial decks.

The Felix Roussel is fitted with an electric windlass, four electric capstans, a Brown Bros steering apparatus and a Brown Bros Gyroscopic compass. The lifting apparatus includes one 25 tons derrick at the mainmast, one 10 tons derrick at the mainmast, 10 electric winches of 3 T capacity each, 6 derricks of 5 T capacity.

The propelling machinery of the Felix Roussel comprises: two two-stroke Diesel Sulzer internal combustion engines, developing each 5,500 h.p. at 110 revolutions per minute; two refrigerating water-motor pumps; two lubricating oil motor pumps; two 325 kws generating groups, including each one type 6 DH 38, 525 HP four stroke Diesel Sulzer Motor, coupled to a 220 VDC dynamo, each of these groups being connected, through a gear clutch, to an auxiliary compressor; three 325 kws. generating groups, composed each of a four stroke, 475 HP type five DH 38-Diesel Sulzer Motor, coupled to a 220 volts DC dynamo, one auxiliary compressor with semi-Diesel motor; one lubricating oil heater; 2 boilers.

In addition to a 2 kw C.G.R. damped waves wireless plant, m.v. Felix Roussel carries a radiogoniometer and an auto-alarm wireless apparatus as well as a shortwave wireless plant.

Two sets of refrigerating machinery are installed on the Felix Roussel sufficient to meet the requirements when working 16 hours out of 24. The total volume of refrigerating space in the ship is 16,000 cubic feet.

Passenger accommodation on the m.v. Felix Roussel embodies two innovations, one of which is the provision of outside verandahs to a number of the cabins and the other is a swimming pool. Accommodation is provided for 196 de-luxe and first class passengers, 118 second-class passengers and 90 third class passengers.

SHIP'S CARGO RUINED.

5,000 Cases of Tinned Fruit Condemned.

Strict supervision of ships and cargoes that come into Manchester is kept by the Port Sanitary Authority, whose caution resulted in the condemnation at a meeting of a consignment of tinned fruit weighing over four tons.

The consignment of 5,000 cases had been stowed near the ship's boilers, and during rough weather, in the Atlantic the ventilators had to be closed and the hatches were battened down. The heat was so intense that some of the tins corroded and contaminated the fruit. The port's medical officer, Dr. W. F. Dearden, thought there must have been a temperature of more than 140 degrees to do this.

It could not be ascertained by inspection whether all the consignment had suffered in the same way, as it would have meant the opening of each tin, so the authority decided that steps should be taken for the destruction of the lot.

ARRIVALS OF SHIPS.

Tuesday, April 14.
Sungshan Maru, Japanese str., 1,503 tons, Capt. S. Kojima, from Canton, buoy No. B17.—N.Y.K.

Wednesday, April 15.
Chaksang, British str., 1,470 tons, Capt. J. McAnish, from Swatow, West Point Wharf.—J. M. & Co.

City of Khios, British str., 3,551 tons, Capt. W. Jones, from Shanghai, buoy No. A7.—Bank Line.

Daviken, Norwegian str., 1,773 tons, Capt. T. Bernsten, from Holhow, buoy No. B8.—Kwong Nam & Co.

Haiching, British str., 1,283 tons, Capt. Walker, from Swatow, Douglas Wharf.—Douglas & Co.

Halvard, British str., 1,217 tons, Capt. A. Hall, from Saigon, buoy No. B16.—Wo Fat Sing.
Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydra II, Norwegian str., 823 tons, Capt. L. Raed, from Bangkok, buoy No. 2.—Thoresen & Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.

Ida Maru, Japanese str., 2,759 tons, Capt. T. Horie, from Singapore, buoy No. A10.—M.B.K.

Japora, Dutch str., 2,361 tons, Capt. K. Swart, from Canton, Yaumati Anchorage.—J.C.I.L.

Katsura Maru, Japanese str., 3,528 tons, Capt. Yamamoto, from Sasa, Yaumati Anchorage.—M.S.K.

Muroran Maru, Japanese str., 3,251 tons, Capt. R. Agawa, from Japan, Kowloon Wharf.—N.Y.K.

New Mathilde, British str., 842 tons, Capt. D. Thomas, from Canton, buoy No. B18.—Yick Tai & Co.

Royal Arrow, American str., 4,800 tons, Capt. Paul B. Muller, from Los Angeles, Leichikok Anchorage.—Standard Oil Co.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—Bruce—South wall.

Cumberland—No. 5 buoy.

Hermes—West wall.

Medway—North arm.

Osiris—East wall.

Oswald—East wall.

Sandwich—In dock.

Somme—No. 7 buoy.

Sterling—No. 7 buoy.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. Bengloe are reminded to take delivery of their goods which will be subject to rent after April 17.

Consignees of cargo ex s.s. Ionic Star are reminded to take delivery of their goods which will be subject to rent after April 19.

STEAMER MOVEMENTS.

The Ben Line s.s. Bennevis from Leith, Antwerp, London, Straits and Manila is due to arrive here about April 24.

SHIPPING SHARES.

FALL IN DIVIDENDS OF BRITISH COMPANIES.

A table published in the Special Annual Returns Issue of Fairplay gives the value on December 31 last of shares and debentures in the leading British liner and cargo ship companies quoted on the London Stock Exchange as £86,400,000, against a nominal value of £113,874,000. As compared with the highest figures of the year the total at the close showed a fall of nearly £22,000,000. The market value of the shares of six well-known companies on January 1st was nearly £20,000,000, which compares with £51,000,000 on January 1, 1920.

Accounts issued last year by 37 British liner companies, owning 1,400 vessels, representing 7,000,000 tons gross, revealed, according to the journal, an average dividend of 5.28 per cent. on the capital and reserves employed in the business. The accounts of 70 cargo-ship companies, owning 450 vessels, of 2,000,000 tons gross, showed an average dividend of only 3.89 per cent. on the capital, and 2.62 per cent. on capital and reserves. Of the 70 companies, 35 paid no dividend last year and 32 failed to provide anything for depreciation.

Eighteen of the principal British shipbuilding and marine engineering companies are stated to have distributed last year an average dividend of 3.45 per cent. on paid-up capital, or 3.02 per cent. on capital and reserves.

HAPAG-LOYD SERVICE TO CANADA.

According to the latest sailing list issued by the Hapag and Lloyd Lines both companies will, as soon as the St. Lawrence is again open, establish a fortnightly combined service to Montreal. It will be remembered that such a service was operated before the war.

Sailings, which will begin about the end of April or beginning of May, will be from Hamburg and Bremen, although the actual dates have not yet been determined.

POST OFFICE NOTICE.

INWARD MAILS

THURSDAY, APRIL 16.		
Calcutta and Straits	.....	Kum Sang
Straits	.....	Burdwan
FRIDAY, APRIL 17.		
Europe via Negapatam (Letters and Papers, London, March 19)	.....	Haruna Maru
Amoy	.....	Talma
Japan, Shanghai and *Europe via Siberia (London, March 28)	.....	Hakozaki Maru
Canada, U.S.A., Honolulu, Japan and Shang- hai (Vancouver, B.C., March 28)	.....	Empress of Canada
SATURDAY, APRIL 18.		
U.S.A., Honolulu, Japan and Shanghai (San Francisco, March 20)	.....	President Adams
SUNDAY, APRIL 19.		
Dairen and Amoy	.....	Tjlsalak
MONDAY, APRIL 20.		
U.S.A., Honolulu, Japan and Shanghai (San Francisco, March 24)	.....	Taiyo Maru
U.S.A., Honolulu, Japan and Shanghai (San Francisco, March 27)	.....	President Grant
FRIDAY, APRIL 24.		
Japan	.....	Kamo Maru

OUTWARD MAILS

Saigon	THURSDAY APRIL 16.	3.30 p.m.
Shanghai	Kanchow	3.30 p.m.
Samshui and Wuchow	Tai Ming	4 p.m.
Saigon	Shun Chih	4.30 p.m.
Tourane	Chung Kong	4.30 p.m.
Formosa	Vogtland	5 p.m.
Swatow, Amoy and Foochow	FRIDAY, APRIL 17.	1 p.m.
Shanghai and "Europe via Siberia	Haiching	2.30 p.m.
Shanghai, Japan and "Europe via Siberia	Burdwan	3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Haruna Maru	3.30 p.m.
K.P.O.	Hakozaki Maru	(Due Marseilles, May 16.)
Registration Apr. 17, 4.30 p.m.	G.P.O.	
Letters 4.30 p.m.	Registration Apr. 17, 5 p.m.	
Amoy	Letters 4.30 p.m.	
Shanghai, Japan, Canada, U.S.A., C. & S. America & "Europe via Victoria, B.C.	Kum Sang	5 p.m.
Manila	FRIDAY, APRIL 18.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden and Egypt	President Jefferson	(Due Victoria, B.C., May 5 and "Europe via Siberia.)
Pilsna	Parcels	Apr. 18, 3 p.m.
	Registration	4.15 p.m.
	Letters	4.30 p.m.
	Empress of Canada	3.30 p.m.

*Subscribed correspondence only.

EMPRESS OF CANADA

will sail for

MANILA

at

5 P.M.

on

**SATURDAY,
APRIL 18th.**

Passenger Department: Tel. 20752. Cables: "Gacancpac."

Freight and Express: Tel. 20042. Cables: "Nautilus."

CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

APRIL SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

(1,088 tons—Capt. Trotter.)

APRIL.

SUN. 19th THURS. 30th

FRI. 24th

S.S. "TAI MING"

(649 tons—Capt. W. H. Lawton.)

APRIL.

THURS. 16th TUES. 28th

WED. 22nd

For information apply to

SANG WO Co., Ltd.

29, Connaught Road, West.

Phone 20893.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,

LIMITED.

From MIDDLESBRO',

SOUTHAMPTON, LONDON and

STRAITS.

The Steamship

"BENGLOE"

Consignees of cargo are hereby in-

formed that all goods are being land-

ed at their risk into the hazardous

and/or extra hazardous Godowns of

The Hong Kong & Kowloon Wharf

and Godown Co., Ltd., whence and/or from

the wharves delivery may be obtained.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

17th instant will be subject to rent.

All claims against the steamer must

be presented to the Underwriter on or

before the 1st May, 1931, or they will

not be recognised.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

16th instant, at 8 a.m., by Messrs.

Goddard & Douglas.

No Fire Insurance has been effect-

ed by

Bills of Lading will be countersign-

ed by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 16th April, 1931.

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
RAJPUTANA	16,568	25th Apr. Noon	Marseilles & London.
*ESUDAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KIDDERPORE	5,334	5th May	Rotterdam & Antwerp.
*KALYAN	9,144	9th May	Mars., L'ion, Hull, R'dam & A'werp.
*COMORIN	15,132	23rd May	Bombay, Marseilles & London.
*BURDWAN	—	30th May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	8,985	6th June	Mars., L'ion, Hull, R'dam & A'werp.
RANPURA	16,601	20th June	Bombay, Marseilles & London.
*KASHGAR	9,085	4th July	M'selles, L'ion, R'dam & A'werp.
*KAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
*PERIM	7,648	25th July	Marseilles & London.
*KHAYBER	9,114	1st Aug.	M'selles, L'ion, R'dam & A'werp.
*SOMALI	—	8th Aug.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,128	29th Aug.	Marseilles & London.
CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*ESUDAN	—	19th Sept.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	26th Sept.	Marseilles & London.

* Cargo only. † Calls Calcutta. ‡ Calls Karachi.
† Calls Havre.
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Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	18th Apr. 3 p.m.	Singapore, Penang & Calcutta.
TAKADA	6,949	5th May	Singapore, Penang & Calcutta.
SIRDHANA	7,745	13th May	Singapore, Penang & Calcutta.
TILAWA	10,000	27th May	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	1st May	Manila, Rabaul, Brisbane, Sydney
TANDA	6,956	30th May	Manila, Rabaul, Brisbane, Sydney
ST. ALBANS	4,604	1st July	Manila, Rabaul, Brisbane, Sydney

Regular monthly sailings from Hong Kong to Shanghai and Japan
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Hong Kong to Sydney—19 days.
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The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*BURDWAN	—	18th Apr. 6 a.m.	Shanghai, Kobe & Yokohama.
BIRDHANA	7,745	24th Apr.	Amoy, Moji, Kobe & Osaka.
*ALIPORE	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
*TILAWA	10,000	28th Apr.	Moji & Kobe.
KASHMIR	8,985	8th May	Amoy, Moji, Kobe & Osaka.
TANDA	6,956	8th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,601	22nd May	Shanghai, Kobe & Yokohama.
KASHGAR	9,085	24th May	Amoy, Moji, Kobe & Osaka.
*ST. ALBANS	4,600	5th June	Shanghai, Moji, Kobe & Yokohama.
*PERIM	7,648	10th June	Shanghai, Kobe & Yokohama.
*KAWALPINDI	16,619	19th June	Shanghai, Kobe & Yokohama.
*SOMALI	—	27th June	Shanghai, Moji, Kobe & Yokohama.
KHAYBER	9,114	2nd July	Shanghai, Kobe & Yokohama.
NELLORE	6,853	6th July	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	16,568	17th July	Shanghai, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.
*NANKIN	7,058	1st Aug.	Shanghai, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at
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Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.
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Estimates furnished on application.
Hong Kong, April 1, 1931.

Y.M.C.A. DRAMA.

PERFORMANCE IN ST.
ANDREW'S HALL.

THREE SHORT PLAYS.

Three one-act plays, "The
Twelve Pound Look" by Sir James
Barrie, "In Port" a drama adapt-
ed to the stage by Norman Mc-
Kinlay, and "The Stepmother" by
Arnold Bennett, were presented
by the Y.M.C.A. Amateur Drama-
tic Players in the St. Andrew's
Church Hall last night.

The first play was a farce,
and told of the knighthood
to be conferred on Harry Sims
(played by N. V. Halward) who
doted on success. His wife (Mar-
garet Birt) engages a typist
(Kathleen P. Curtin) to reply to
congratulatory letters, and Sims
discovers that she was his first
wife. The players acted with un-
derstanding, and were warmly ap-
plauded.

"In Port" told of the visit of an
escaped convict (enacted by S. M.
West) to the house of Mr. Justice
Atherley (taken by W. Robertson)
who convicted him ten years ago.
The play was very clever with a
most humorous climax. J. J.
Ferguson as Fletcher was the
ideal butler.

"The Stepmother" was also a
farce, and acting honours go to
Wendy Orme, who took the role
of Christine Feversham, secretary
to Mrs. Prout (enacted by Mar-
garet Birt), a popular novelist and
a widow. G. F. Rees as the doc-
tor (Thomas Gardner) gave good
support.

The three plays were produced
by Mr. W. Robertson.
A collection was taken in aid of
the St. Andrew's Church Organ
Fund.

AMBULANCE CORPS.

CONCERT BY ST. JOSEPH'S DIVISION.

The St. Joseph's College Divi-
sion of the St. John Ambulance
Brigade held a concert and dance
in the Hotel Cecil last night and,
judging by the attendance, they
should be well satisfied with the
success of the function, both from
a social and financial point.

The dance music was provided
by the Shadowland Orchestra, and
interludes in the dance programme
were provided by Mr. J. Levintoff,
who entertained the assembly with
some very fine piano solos.

A speciality dance by Miss Lo
Pui-lan was also much appreciat-
ed.

The Committee responsible for
the arrangements are to be con-
gratulated on the enjoyable even-
ing they provided for their guests.

THEFT OF LETTER.

HUNGARIAN SENT TO PRISON.

"I have heard the whole case
and I have heard all the witnesses
and I am thoroughly satisfied that
you are the person who received
the cheque and cashed it." With
these words, Mr. E. H. Williams
at the Central Magistracy yesterday
convicted an Hungarian, Harry
Simon, of larceny of a letter which
was addressed to Mr. A. W. Sum-
mers, of L. E. Gale Company.
Defendant had pleaded guilty to
(1) possession of an automatic
pistol, a magazine and seven
rounds of ammunition without a
permit and (2) unlawful posses-
sion of an American pilot's identifi-
cation card.

His Worship passed sentence of
three months' hard labour on the
first charge, imposed a fine of \$250
or in default six weeks' hard
labour on the second charge, and
one month's imprisonment on the
third count, the sentences to run
consecutively.

Gauged by the record of its four
basic industries of lumbering,
agriculture, mining and fishing,
British Columbia has come through
an extremely difficult year very
well. It is estimated that the four
basic industries returned something
like \$226,000,000, which is only
slightly less than the previous year's
figure of \$248,000,000.

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TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 355
metres.

6-8 p.m.—European Programme

of Columbia Records kindly sup-
plied by the Anderson Music Co.

6-6.27 p.m.—Band Selections.

Parafal—March of the Knights of
the Holy Grail (Wagner).

The Regimental Band of H.M.
Grenadier Guards conducted
by Capt. George Miller
(DX75).

Tancredi—Overture (Rossini).

B.C. Wireless Military
Band conducted by
Wilton O'Donnell
(DX165).

Old Folks at Home and in Foreign
Lands (J. C. Roberts).

Regimental Band of H.M.
Grenadier Guards
conducted by Capt. George
Miller (DX210).

6.27-6.55 p.m.—Humorous Songs.

Song—
A Fine Old English Gentleman,
Harry Dearth, Baritone
(DX50).

Chorus—
Sir Harry Lauder Songs—
Vocal Gems,
The Border Singers (DX113).

Song—
If Winter Comes,
Billy Bennett (DX19).

Descriptive Sketch—
An Old Time "Sing Song",
Charles Coburn (DX21).

6.55-7.13 p.m.—Pianoforte Solos.

Caprice Chinoise (Cyril Scott),
Fennoso (Cyril Scott),
Cyril Scott (2284).

Paraphrase on Rigoletto Quartet
(Verdi-Liszt).

7.13-7.40 p.m.—Gems from Gil-
bert & Sullivan.

7.40-8 p.m.—Vocal Gems,
H.M.S. "Pinafore"—Vocal Gems,
Columbia Light Opera Co.
(DX205).

"Iolanthe"—Vocal Gems,
Columbia Light Opera Co.
(DX17).

"Patience"—Vocal Gems,
Columbia Light Opera Co.
(DX38).

7.40-8 p.m.—Concert Items.

Violin Solo—
Persian Song (Glinka & Zimbalist),
Efrem Zimbalist (2191).

Song—
Ellen Allanson
(E. S. Marble & J. Thomas),
Dame Clara Butt, Contralto
(2341).

Pianoforte Solo—
"Gnomemorgen" (Liszt),
Leif Foulshoff (2053).

Song—
Thou Reminest (McGranahan),
William McEwan, Tenor
(2056).

8 p.m.—Weather Report, Local
Time, etc.

8.05-10.30 p.m.—Chinese Studio
Concert.

10.30 p.m.—Close Down.

MOTOR-CAR FOR \$85.

Colonel Frank Searle, managing
director of the Rover Motor Com-
pany, is reported to have stated
that the firm are producing a four-
seated small car, with independent
wheel suspension, so that the ma-
chine should be suitable for jour-
neys over rough roads, either at
home or overseas, and that the price
of the car will be \$85. It is stated
that experiments and trials of this
model have been undertaken during
the past 18 months, and that de-
livery will begin in about two
months.

HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

April 16 to 22, 1931.

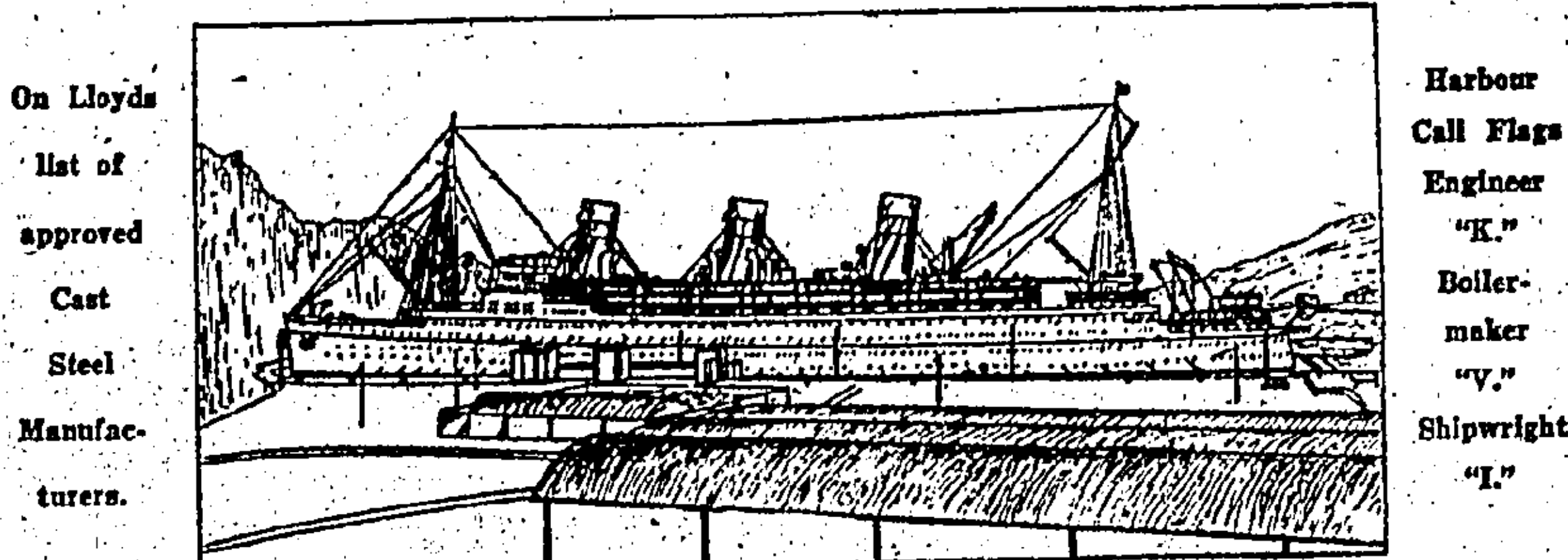
DATE	HIGH WATER	LOW WATER
April	Standard Times	Ht. Standard Times
Thurs 16	09 16 04 10 46 57 12 46 57	04 25 1.8 14 30 1.9 24 30 1.7
Fri 17	09 24 57 11 24 57 13 24 57	04 50 1.7 15 06 1.8 25 06 1.8
Sat 18	09 30 59 11 30 59 13 30 59	05 14 1.8 15 30 1.9 25 30 1.9
Sun 19	10 15 01 12 15 01 14 15 01	05 35 1.9 15 51 2.0 25 51 2.0
Mon 20	10 28 53 12 28 53 14 28 53	06 03 2.0 16 18 2.1 26 18 2.1
Tues 21	10 40 54 12 40 54 14 40 54	06 15 2.1 16 30 2.2 26 30 2.2
Wed 22	11 10 56 13 10 56 15 10 56	06 30 2.2 16 45 2.3 26 45 2.3

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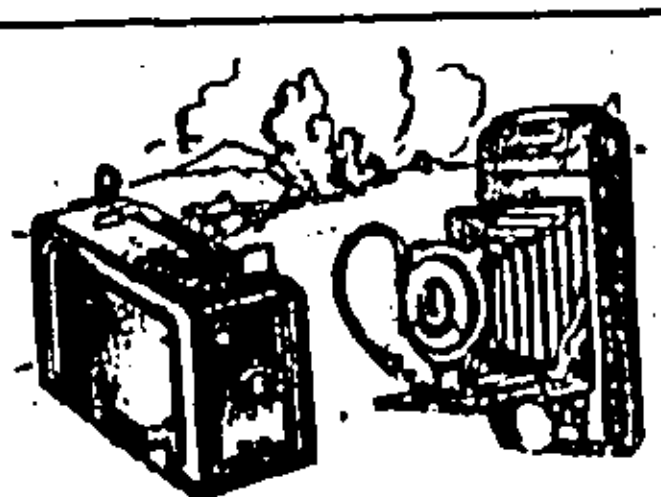
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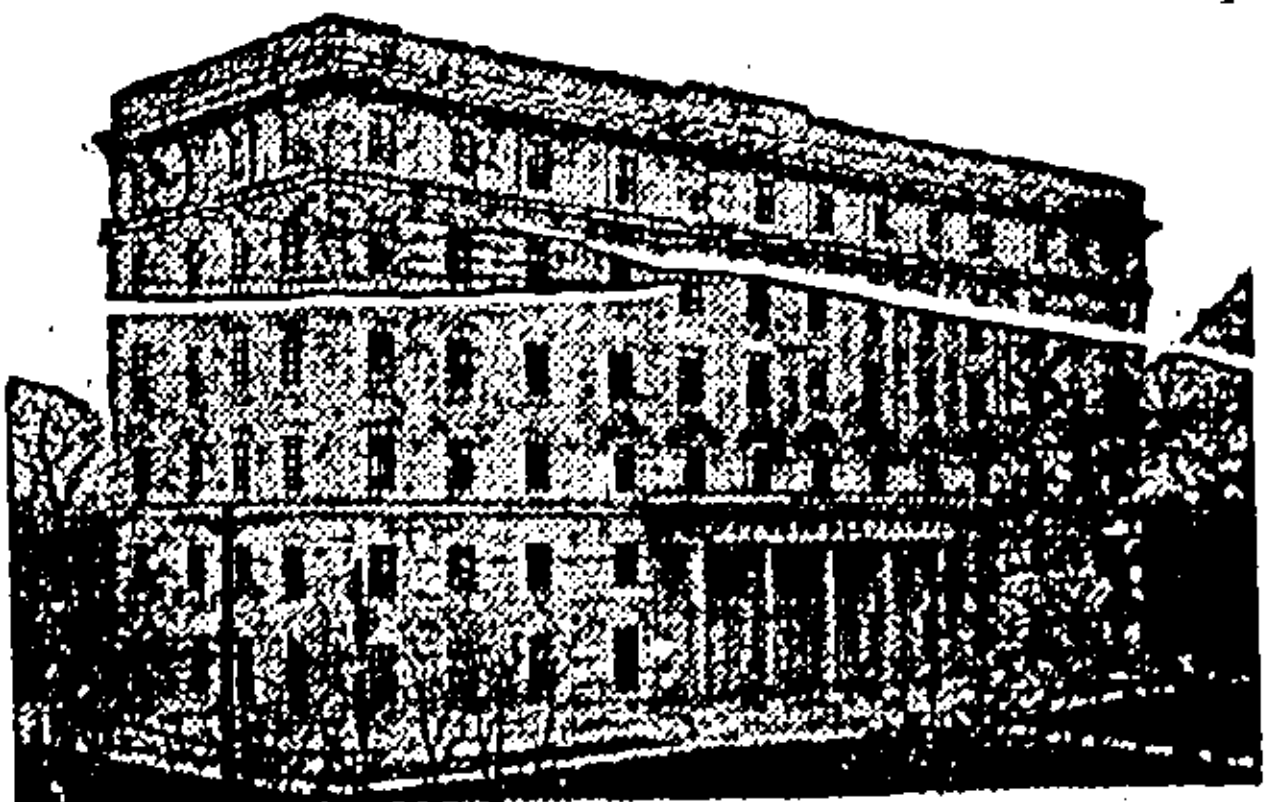
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London, W.C.2.

Hong Kong, Thursday, April 16, 1931.

EXEUNT.

The nineteenth century French
wit who once declared that the
continent of Africa extended to
the Pyrenees voiced a sentiment
that the civilised peoples of
Northern Europe have felt for a
long time. Madrid and Bar-
celona can show you fine build-
ings and well-planned avenues,
and can produce writers, artists,
and musicians whose genius is
undoubted; but few cities in the
Western Hemisphere can show
greater instability, political
stupidity, and lack of purpose
than the public of Spain, both
official and civilian. In many re-
spects the black kingdom of
Abyssinia is better conducted
than is Spain, and the subjects
of the former certainly have a
more reliable sense of loyalty—
not to an individual or a number
of individuals—but to the wel-
fare of their country. Now that
King Alfonso has abdicated, and
once more in the history of his
dynasty the land is in the hands
—one might almost say at the
mercy—of Republicans, it is
easier to speak plainly about this
extraordinary people, who seem
never satisfied unless they are in
a state of ferment, to produce
which it takes the most trifling
incident.

The Latin temperament, which
can usually be relied upon to pre-
cipitate a rebellion, even if it be
only the mutiny of a garrison,
has proved itself in Spain to be
at its most unstable pitch. Hence
we find that wherever the Span-
ish peoples have colonised, it is
not long before their newly ac-
quired territory becomes a do-

main of unrest and disturbance.
A more graphic example of this
peculiarity could not be found
than in the chaotic conditions
which perpetually prevail in the
Southern American Republics,
where no President has been
known to last for more years
than one can count on one's hand.
This characteristic has led the
rest of the world to regard
South America as a comic-opera
land where nothing is so common
as a deposition. The wonder is
that any progress can possibly
be made, and that the finances
of the various Republics are not
in a constant state of jeopardy.
That they are not, it must be as-
sumed, is largely due to their
enormous natural resources, and
perhaps to the optimistic efforts
of stable countries, such as
Great Britain, to develop them in
the face of aggravating obsta-
cles.

The fate of Spain, now that
she has renounced her Royal dic-
tatorship, may be expected close-
ly to resemble that of her for-
mer Colonies in South America,
for she has revealed on former
occasions the inability of her
plebeian politicians to achieve
unity, to control internal complica-
tions, and to secure an even
temporary condition of peace. It
is not difficult to foresee that
within a very short period she
will once more be rent asunder
with political upheavals, for there
is a considerable and by no means
inconsequential faction in
Spain, which, if not essentially
hostile to the grosser forms of
republicanism which at the mo-
ment holds the reins of power.

There is little likelihood that
King Alfonso will be invited to re-
sume his position on the throne,
in spite of his fatalistic assertion
to the contrary. Whilst it is
true that the ferment against
any form of monarchy in Spain
has grown to fever heat in the
last fifteen years, the character
of the people is such that it would
not be astonishing to find a ruler
of some description once more
installed at the royal palace, but it
is more than doubtful whether it
would be Alfonso.

In spite of his patriotic senti-
ments, expressed, it must be re-
membered, during a time of emo-
tional stress, and when he must
have been deeply conscious that
his words would pass into his-
tory as an example of kingly
dignity, it cannot be felt by im-
partial thinkers that King
Alfonso has been either a wise or
a strong monarch; and, to be suc-
cessful in the governance of the
Spanish peoples, these are the

very attributes that a king should
possess. He has allowed the des-
tinies of his country to fall into
the grasp of political adventurers
ambitious, not for their country,
but for themselves, and has de-
monstrated his unfortunate dis-
position to betray those whom he
should have held in trust. Of his
personal loyalty to Spain there
can be no doubt, and if only it
had animated in him the desire to
serve a single purpose instead of
to vacillate according to the
moods of so-called popular lead-
ers, the present crisis might
never have arisen. The King was
fated to rule through a trying
and perhaps unprecedented period
of history, and, if he has not ac-
cepted his responsibilities with
strength and determination, it
can be said of him that he has at
least withdrawn with a gesture
of nobility which should be the
badge of distinction of every
monarch.

News in Brief.

The s.s. Empress of Canada will
leave for Manila at 5 p.m. on Satur-
day.

Injured by falling earth whilst
engaged in excavation work at Lai-
chikok, Poon Man (20), was taken
to the Kwong Wah Hospital, suffer-
ing from injuries to his head.

A student, Lai Chee-foo (20) re-
siding at 148, Connaught Road
Central, was removed to the Govern-
ment Civil Hospital in a serious
condition after he had taken some
opium poisoning.

The forthcoming marriage is an-
nounced of Samuel Henry Peplow,
land bailiff, of the District Office,
South, and residing at 6, Granville
Road, Kowloon, to Ada Pearl Norton
of the same address.

Nearly 200 people were present
in the Peninsula Hotel last night
when the Kowloon Football Club
held their annual dinner dance. The
success of the evening surpassed all
expectations, and a very enjoyable
time was spent.

A Chinese wedding was solemn-
ised yesterday afternoon in the
Union Church, Kennedy Road, be-
tween Mr. Kwok Yiu, son of Mr.
Kwok Gon-hin, of the Wing On
Company, and Miss Pearl Lock Lee
Quan, daughter of Mr. and Mrs.
Quan Cheuk-huan.

The master of the s.s. Nellore re-
ported at the Harbour Office yes-
terday that an uncharted shoal,
carrying less than five fathoms, has
formed in latitude 10 deg. 24' 15"
south and longitude 151 deg. 11' 45"
east. A notice to mariners has ac-
cordingly been posted up by the
Harbour Master.

We have received from the local
offices of the American Express Inc.,
an attractive brochure giving de-
tails of the Olympic Games of 1932,
to be held in Los Angeles, the
famous Californian City, together
with particulars of a specimen tour
of Los Angeles and environs.

A humorous paragraph is con-
tained in the Police reports this
morning. Cheung Cheung-kan
(29), described as a boatman resid-
ing at 6, Main Street, was removed
to the Government Civil Hospital
for observation; as he is believed to
be insane. The report adds that a
shop-keeper found Cheung swim-
ming in Shaikwan Harbour, chasing
two ducks around.

"This is a case of grossest cruel-
ty," said Mr. E. W. Hamilton
at the Kowloon Police Court this
morning, when he convicted five
Chinese with cruelty to pigs by
packing them in a small space and
transporting them to Yau-mat Rail-
way Station on April 11. The first
two defendants were fined \$25 each,
with the option of one month's im-
prisonment, while the other three
were fined \$5 each.

When 16 Chinese men were
charged before Mr. W. Schofield in
the Central Magistracy this morn-
ing with playing pai kau at 32,
Shaikwan Road, Det-Sergeant Jam-
mont stated that there had been a
lot of complaints regarding the
house, and, in fact, a letter had been
sent to the L.G.P. The Magistrate
imposed a fine of \$3 on each, and
made an order for \$14, which was
picked up, to be paid into the Poor
Box.

Enrolment in the Saskatchewan
Government's correspondence school
has now passed the 5,000 mark, ac-
cording to information received
from the office of Premier J. T. M.
Anderson, Minister of Education.
Applications are still coming in, as
many as 48 being received in one
day, and up to the present the
department has been able to handle
all applications.

**CLOUD OF STRANGE
POISON GAS.**

Again Passes Over Liege
District.

MYSTERIOUS EMANATION.

Brussels, Yesterday.
The cloud of strange poison
gas which caused a number of
deaths in the Liege district a few
months ago, revisited Tilleur,
near Liege, to-day.

Many inhabitants had to be
medically assisted.
The emanation of the gas
extended for a distance of about
15 miles.—Reuter.

WAR DEBT REDUCED

BRITAIN'S GENEROUS ACT TO
AUSTRALIA.

FRIENDLY SPIRIT.

London, Yesterday.
In response to a request of the
Commonwealth Government, in
view of the Commonwealth's fi-
nancial difficulties, His Majesty's
Government has agreed that the
payments of the Commonwealth to
Great Britain under the War Debt
Funding Agreement of 1921,
amounting to \$5,500,000 yearly,
may be reduced by over \$1,600,000
yearly during each two next fi-
nancial years, beginning in Septem-
ber 30 next. The period of the
repayment of the principal debt
will be extended by two years, as
announced by Mr. J. H. Thomas in
the House of Commons this even-
ing. He added that the Common-
wealth Government had expressed
appreciation of the friendly spirit
in which the offer was accepted.—
Reuter.

LABOUR TROUBLES.

FRESH INDUSTRIES IN NORWAY
AFFECTED.

Oslo, Yesterday.
The labour troubles are rapidly
paralysing fresh industries, and a
new lock-out has been enforced,
involving tobacco factories, brew-
eries, and chemical works, in ad-
dition to the previous iron, steel,
engineering, textiles, and building
trade lock-outs.—Reuter.

STOP PRESS

Marseilles, Yesterday.
For the second time in two
days everyone is asking
"Where is Alfonso?" French
and Spanish wireless stations
have been fruitlessly trying to
get in touch with the cruiser
since his departure for Carta-
gena. The fact that the vessel
has not arrived there as was
expected provokes speculation
as to the King's destination.

Madrid, Yesterday.
The "wanted" ex-Premier,
Berenguer, has arrived in
Portugal. The Government is
early devoting its attention to
dealing with his predecessors' "mis-
deeds" and is resolved to re-
open the enquiry into the
causes of the fall of Melilla a
decade ago, and the conduct of
everyone in connection with
the first dictatorship.
Renewed rioting has broken
out in Barcelona, where three
people were shot dead.—
Reuter.

EXTRALITY ISSUE.

Lance-Sergeant Clarke, of the
Water Police, this morning charged
the master of a junk before the
Hon. Comdr. G. F. Hole, R.N., (re-
tired), with taking his craft outside
the harbour limits without a permit.
The defendant said that he had
no intention of leaving port and was
merely making for Sheklongtui
from Yau-mat. He was taking as
the wind was from the south.

His Worship said that he was out
in the harbour yesterday afternoon
and, judging from the tide and wind
then prevailing, the defendant did
not have to take that course to reach
West Point. He imposed a fine of
\$10 or one week's hard labour in
default.

COOK'S THEFT.

Chan Ham-tin, a cook employed at
the Naval Wireless Mess, Stone-
cutters Island, was in the Central
Police Court this morning, before
Mr. Walter Schofield charged with
the larceny of a saucepan and a
quantity of crockery, the property
of his employers.

Mr. Horace Lo, appearing for the
defendant, tendered a plea of guilty,
and appealed for leniency.
An Inspector of the Naval Yard
Police informed the Magistrate that
the crockery was stolen from time
to time in little quantities. The
total value was about \$24.
His Worship (to Mr. Lo): "I
have decided to give your client the
option of a fine of \$75 or six weeks'
hard labour."

**DANCER SENT TO
DEVIL'S ISLAND.**

End of a Feud Started
in Britain.

"TERROR OF SOHO."

Juan Antonio Castaner, who has
been sentenced to eight years' im-
prisonment on Devil's Island, moved
as a sinister figure in the under-
world of London for ten years be-
fore the "clean-up" of Lord Byng,
Commissioner of Police, entailed his
deportation in 1929.

He was found guilty of the murder
of another notorious leader of
London and Paris underworld life—
Casimir Micheletti, "the Terror of
Soho."

Castaner was known to the police
as a "bad man," without a redeem-
ing quality. He lived on women
and on blackmail, but he was so
cunning in his illicit money making
that the detectives of Vine Street
and Tottenham Court Road could
never get sufficient evidence to
justify a serious charge.

He was a perfect dancer, and for
a time ran a dancing school in
Regent Street. There were strong
suspicions about that school and
some of the women who passed
through it—but never more than
suspicions.

At that time Castaner undoubtedly
obtained money by threats from
a number of middle-aged and
wealthy London women whom he
met as a professional dancing part-
ner. He frequented hotels and
some of the more notorious night
clubs.

His Favourite Weapon.
His chief associate and friend in
London was Casimir Micheletti, for
whose murder he had been sen-
tenced in Paris.

Micheletti, with Castaner as an
assistant, organised a "traffic"—
that is the only word—for bringing
undesirable foreign women to Lon-
don. He also arranged marriages
of convenience between some of
these women and Britons, so
that the women became naturalised
and could not be sent back to their
own country.

"The Terror of Soho" was a nick-
name well earned by Micheletti, for
he was a slasher and used a knife
as his favourite weapon.

There are several men in London
to-day who carry the marks of
Micheletti on their faces. He was
suspected of at least two murders,
but they could not be brought home
to him, and the only offence he
was charged with before a British
court was a breach of the aliens'
regulations.

Castaner and Micheletti quarrelled
over a girl and the division of
money she had obtained. There
was a desperate fight between them
and their two factions in a London
club. Castaner was beaten up and
wounded.

He swore a vendetta from that
moment.

Both men were deported in 1929.
They met again in Paris, and a
truce was called—but Castaner
never forgot or forgave.

Story of Shooting.
His chance came one night last
August, when Micheletti was shot
in the Rue de Petrograd.

Castaner was arrested, and told
an extraordinary story to the exam-
ining magistrate. He said that he
was with Micheletti, and a man
known as the "Marseillais" when a
dispute arose.

The Marseillais drew a magazine
pistol and shot Micheletti. Then he
thrust the smoking pistol into
Castaner's pocket and cried, "You
are a foreigner, get away!"

The Paris police were never able
to trace the Marseillais.

PORTUGAL TRANQUIL.

The following telegram has been
received by the Consul-General for
Portugal from His Excellency the
Governor of Macao transmitting a
telegraphic message received yester-
day, from the Minister for the
Colonies in Lisbon.

"Complete tranquillity prevails in
all Continent and Colonies."

Ten Years Ago.

[From the "China Mail" of
April 16, 1921.]

To-day's dollar is worth 2/6-1/2.

The work of removing the debris
of the two Old Bailey houses which
collapsed early on Wednesday morn-
ing was continued the whole of last
night. Soon after 11 o'clock the
body of a young woman was re-
moved from house No. 9, and at 4
a.m. the remains of Mr. Lee Ngok
Lau's grandson, a boy of ten, were
dug up. About 9 o'clock the badly
crushed body of a male inmate of
No. 9 was brought out. This ac-
counted for all the people missing
from this house. Soon after 11
a.m., the bodies of two labourers
were removed from house No. 11,
making a total of five for last night
and this morning. With the three
which were recovered on Thursday
from No. 9, eight of the nine per-
sons reported missing have been
accounted for.

KING'S THEATRE

SHOWING TO-DAY

AT 2.30, 5.10, 7.15 and 9.30 p.m.



The merry, mad stars of "The Coconut" are back again in the roaring Big Bertha of Mirth.

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With Lillian Roth, laughter's leading lady and a cast of gorgeous girls.



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PRICES Including tax:—

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Booking at the Theatre Only.

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Patrons are requested to call for seats reserved, 15 minutes before the Show. No reservation can be guaranteed after that hour.

WEST INDIAN CAPTAIN IN COLOMBO

G. C. GRANT'S IMPRESSIONS OF AUSTRALIA.

BRADMAN PRAISED

"CONSTANTINE BEST ALL ROUND FIELDSMAN IN THE WORLD."

NOVEL SOUVENIR

Ceylon, March 25.
G. C. Grant, captain of the first team of West Indian cricketers ever to visit Australia, was in Colombo for only a few hours yesterday. In that short while I had the privilege of meeting him on board and having a long chat with him about the recent tour, besides discussing other matters relating to English, South African, Australian and West Indian cricket, writes "Onlooker" in The Ceylon Observer.

Grant who is only 24 years of age and a Cambridge cricket and soccer Blue is small of stature, but perfectly proportioned. With a very pleasant countenance he strikes you at once, when you see him, as an athlete. Rather nervous in his manner, he displays a temperament that denotes "action." "It was the greatest day in my cricketing career when we succeeded in beating Australia," the holders of the 'Ashes,' by 30 runs in the last Test match. Yet when I spoke to this charming young Briton I was most impressed by his modesty. "He would cleverly evade questions referring to his own doings and side track me to the performances of his men, to whom he gave all the credit.

Interesting Souvenir.
Before I detail some of the conversation I had with Grant on the P. & O. Narkunda and later ashore I should like to say something about an interesting souvenir of the tour that he is carrying with him from Australia.

Grant is a strict teetotaler and a non-smoker. Lady Astor would find in him and several members of his team more proofs of her argument in favour of temperance.

I mentioned this to the West Indies Captain as we sat in the smoke-room of the Narkunda sipping Schweppes' ginger-ale. Suddenly he left me for a minute with an "Excuse me," rushed over to the man in charge of the bar and returned with a souvenir that Wisden's in Australia had given him. This souvenir is in the form of a wooden holder for ink-stands. In the middle of the plaque is a miniature stand holding the ball that was used in the last stages of the First Test match in Australia. The ball is suitably mounted with a silver band and is inscribed with a record of that game. On one side of the wooden pedestal is the inscription—"Presented to G. C. Grant, captain of the West Indian cricket team by Wisden's as a souvenir of the first Test ever played between Australia and the West Indies."

On the reverse is a list of the names of the team inscribed on a

silver plate. Australian wood has been used in making the plaque for this souvenir which is altogether a novel and most interesting one.

A Son of the Manse.
I found out that Grant's grandfather, a Presbyterian Minister had gone out a long while ago from Scotland to Trinidad to serve as a missionary among the Indians working on the plantations.

G. C. Grant, like his father, was born in Trinidad and educated at a school on that island. Before him, many years ago, two famous England captains, Lord Harris and "Plum" Warner, had been born in Trinidad.

Impressions of the Tour.
"Were you satisfied with the results of your tour?" I asked the West Indies captain.

"Yes and No," was his reply.

"We expected to do better against the States even if we did not hope to win the rubber. I may tell you that we were given to understand that the wickets of Australia were faster than anything we had ever played on. This was not so. They were hardly faster than the fastest English wickets. With three such fast bowlers on our side as Francis, Constantine and Griffith we could have done with faster pitches that had more "fizz" in them.

"Still we have reason to feel pleased with our doings on the whole seeing that the conditions were new to us. We beat Queensland, New South Wales and finally Australia."

Their Best Batsman.
"Who was your most successful batsman?" I asked Grant.

"Headley, of course. He played well up to expectations, except during one spell early in the tour. The Australian critics were enthusiastic about him and his batting delighted the crowds and made them enthusiastic.

At times Constantine was brilliant, but he was not consistent. There were others who batted well without rising to Headley's heights.

"Our fieldsmen at times let us down with expensive let-offs. But on the whole our fielding was satisfactory. Barrow our second wicket keeper turned out trumps and became in turn our Test match keeper.

Constantine the Great.
"In Constantine we had the best all round fieldsmen in the world. In the slips, in the gully, in the covers, in the long field or wherever else he was placed he was magnificent. They called him "Constantine the Great" and he deserved the title.

"What did you think of Bradman?"

What could any one think of him after seeing him bat as he did against us. To me he is the world's greatest and most marvellous batsman. When he got his hundred you were still not sure you would get him out. Other batsmen grow careless after passing the century. Not so Bradman. He makes for the second hundred. We were always in fear of Bradman. He has the most amazing shots and what a temperament! As an out fieldsmen I have never seen his equal."

Grimmett's Greatness.
"Who were Australia's best bowlers?"

"Grimmett was as good as he had been in England and a thorn in our side. Next to him Ironmonger was the best we met. He is, I think, better than Hornbrook. The bowling on the whole was never poor. The length was excellent and the bowlers were always trying their hardest. Of the new men I think Waite of South Australia is the best.

Of the younger batsmen Loneragan is easily the best. I think he has a big future."

It may be remembered that Arthur Richardson also singled out Loneragan for special praise.

"How did you like the Australian grounds and the crowds?"

Excellent grounds.

"I think they are hard to beat as far as grounds and stands are concerned. The crowds were very fair to us and we liked them. There were not the usual large crowds associated with England-Australia Tests, and I am sorry to say some money was lost on the tour. We were hoping on the contrary to make something out of this tour and use it for getting out coaches to the West Indies."

An Australian Admirer.
"What do you think of the South Africans' prospects of success in Australia?"

"I shall not venture an answer to that. You see I have not enough of experience of the South Africans to express an opinion about them.

"I think, however, that after a rest of several months the Australians will be stronger than ever when they next come to grips in the Tests. With Bradman, Grimmett, Woodfull, Ponsford, McCabe and Kippax available they have a very powerful backbone."

Grant discussed many other things relating to the game especially about English cricket, but did not wish to express an opinion on several debatable points.

"He is an optimist and thinks English cricket will soon be where it was—namely, on top.

Coached by Faulkner.
Grant, I should add, was coached by the late G. A. Faulkner at his school.

He was emphatic about the use of the bat in off-side play and thinks that there are few finer strokes than the cut—square or late—and the drive through the covers.

1931 INTERPORT SWIMMING.

Financial Difficulties May Be Overcome.

LOCAL DECISION.

A meeting of the Hong Kong Amateur Swimming Association was held in the V.R.C. last night, when the following representatives of the various clubs were present:—

Mr. W. Logan (Chairman), Mr. J. Stewart (Hon. Secretary), Mr. E. Ralston (Hon. Treasurer), Dr. D. Laing (V.R.C.), Mr. J. A. Victor (V.R.C.), Lieut. Roper Calbeck (Argyll & Sutherland Highlanders), Mr. Wong Kam-ying (C.A.A.), Lieut. Wolfe Barry (R.A.), Commander Morris (Royal Navy), and University representative.

On the proposition of Mr. Logan, seconded by Lieut. Roper Calbeck, Mr. J. A. Victor was unanimously elected Hon. Secretary to take the place of Mr. J. Stewart who will shortly be leaving the Colony.

Commander Morris and Dr. D. Laing were elected representatives for the Royal Navy and civilians, respectively. It was the unanimous decision of the meeting that every effort be made to send a side up to Shanghai for an interport contest and a Sub-Committee will be appointed to discuss the financial side of the question. It is hoped to raise the necessary funds by holding Night Fetes and Interport trials and in this respect the V.R.C. will afford the Association every facility. The Chinese representatives have been asked to co-operate by holding, if possible, one or two night fetes at North Point.

It was also proposed that, if funds allowed, a team of ladies be sent up to compete for Interport honours.

THE WORLD

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CUP FINAL
REPLAYMOTHERWELL LOSE
TO CELTIC.RAPID SCORING
SPECTACULAR SAVE
IN GOAL.London, Yesterday.
At Hampden Park in fine
weather before a crowd of 90,000
people, in the Scottish Cup final
replay Celtic beat Motherwell by
four goals to two.Slow Start.
At Hampden Park the challenge
which Motherwell sensationally
threw down to the redoubtable
Celtic on Saturday was resumed
to-day. It rained throughout the
morning but cleared up half an
hour before the start. The pitch
was in excellent condition.Celtic won the toss and had the
advantage of a stiff breeze. After
a slow half hour Bert Thomson
scored with a doubtful shot, but
the referee ignored Motherwell's
protests.Motherwell then attacked and
Murdoch scored from a beautiful-
ly-placed corner from Ferrier.
McGarry replied immediately for
the Celtic. Bert Thompson quick-
ly added a third.Half-time:
Celtic 3
Motherwell 1Motherwell Attack.
Motherwell attacked strongly on
the resumption, but fouls on Bert
Thomson spoiled the movements.John Thomson, in the Celtic's
goal, put up a fine display, spec-
tacularly saving five shots in
quick succession. Murdoch crafti-
ly beat the Celtic's defence, but
the ball rebounded from a defend-
er to McMenemy, who allowed it
to pass to Stevenson. The latter
seized his chance to beat Thomson
with a splendid first timer from
twenty yards low down, close to
the post.Celtic broke away four minutes
before the whistle for McGarry to
shoot into an empty net.Other Matches.
The results of League matches
played at Home yesterday are as
follows:—

Division I.	
Liverpool	0 Birmingham 0
Division II.	
Reading	0 West Brom. 3
Division III.—South.	
Exeter	6 Clapton O. 1
Division III.—Northern.	
Gateshead	2 Stockport 1

LOCAL LEAGUE.

Playing on the Sookunpoo
ground yesterday in the First
Division of the League the South
Wales Borderers defeated the
Chinese Athletic by the only goal
of the match, scored by Duncan.AMENDMENT OF THE
RUGBY LAWS.Alterations Not in Force
As Yet.

SCRUMMAGE LAW.

Dr. A. D. Clinch (Ireland) pre-
sided over the meeting of the In-
ternational Rugby Board in Edin-
burgh, when laws 15 and 32 were
discussed. Law 32, covering the
taking of the ball over own goal
line, was amended to read as fol-
lows:—"If a defending player
kick, pass, knock, or carry the
ball back into his own in-goal, and
if it be there made dead, except
in the case where a try is obtain-
ed, the ball shall be brought back
and scrummaged at the spot
where it was kicked, passed,
knocked, or carried back." The
alteration will not come into force
until next season.A sub-committee was appointed
to deal with law 15, covering the
scrummage, with especial refer-
ence to clause B, which reads:
"No player shall wilfully prevent
the ball being fairly put into the
scrummage."

Our Sports Diary.

LOCAL.

LAWN TENNIS—To-day—
H.K.C.C. Tournament
CHESS—To-morrow—Kowloon
Chess Club Junior Champion-
ship.B. Soltan v. T. G. Stokes.
H. Bush v. M. Taguet.
A. J. Birjukoff v. R. B. Jackson.
Paul v. J. N. da Silva.FOOTBALL—Saturday—Stu-
day Herald Charity Cup Final—
Scotland v. China; Division I.—
Navy v. Recreio at the Stadium
ground, Burdett v. Police at
Kowloon at 4.30 p.m.; Division
II.—University v. Eastern, on
Club ground at 2.30 p.m.RACING—Saturday—Third
Extra Race Meeting, Happy Val-
ley.LAWN BOWLS—May 2—Open-
ing of League Season.May 9—Entries close for Open
Singles Championship.

HOME.

FOOTBALL—April 25—Eng-
lish Cup Final, Wembley.
COLE—April 20-24—English
Amateur Championship.
April 25 and 26—Professional
Tournament, Torquay.
April 27—Army Championship,
Sandwich.RACING—April 29—Two Thou-
sand Guineas.

HOCKEY.

JAT REGIMENT DEFEAT THE
CLUB.Playing at King's Park yesterday
afternoon the Jat Regiment XI
defeated the Hong Kong Hockey
Club by four goals to nil after a
fairly fast game.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	113½
Bank, on demand	113½
Bank, 4 months' sight	11 13/16
Credits, 4 months' sight	1/— 7/16
Documentary, 4 months' sight	1/— 9/16
On Calcutta—	
Wire	65½
On Paris—	
On demand	605
Credits, 4 months' sight	645
On New York—	
On demand	23½
Credits, 60 days' sight	24½
On Bombay—	
Wire	65½
On demand	65½
On demand	65½
On Singapore—	
On demand	42½
On Manila—	
On demand	47½
On Shanghai—	
On demand	Tls. 77½
Dollar	5% dis.
On Yokohama—	
On demand	48½
Sovereigns (Bank's buying rate)	3 1/16
Silver (per oz.)	13½
Bar Silver in Hong Kong	Nominal
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	3½% p.a.
Chinese Sub. Coin	23½% dis.
Hong Kong Sub. Coin	Par

LONDON EXCHANGES

Rugby, Yesterday.

Paris	124.27½
New York	4.85½
Brussels	34.94½
Geneva	25.20½
Amsterdam	12.103½
Milan	32.81½
Berlin	20.40½
Stockholm	18.15
Copenhagen	18.16½
Oslo	18.16½
Vienna	34.54½
Prague	164½
Helsingfors	193½
Madrid	46.9
Lisbon	108.25
Athens	375
Bucharest	417
Rio	35½
Buenos Aires	38½
Montevideo	32
Bombay	1/5 55/64
Shanghai	1/3 ½
Hong Kong	113½
Yokohama	2/— 13/32
Silver Spot & Forward	13 1/16

British Columbia will celebrate
her diamond jubilee at the provin-
cial capital on July 20; it being on
that date, 60 years ago, that the
Crown Colony of British Columbia
was formally included in confederation.

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

The question of an ambulance service came up as the
subject for general discussion at the weekly tiffin of the
Rotary Club on April 14. The principal speaker was the
Rev. E. G. Powell on the subject "Community Service"
which, in the main, was a plea for more ambulances. The
Hon. Mr. E. D. C. Wolfe (Inspector-General of Police)
advanced the argument that there should be unified control.
A full report of the debate is chronicled in the OVERLAND
CHINA MAIL.The annual inspection of the H.K.V.D.C. was carried
out on April 9 by the G.O.C. (Major-General Sandilands,
D.S.O.) on Murray Parade Ground. Much correspondence
on local Volunteering was a sequel, and the subject has also
been dealt with in a leading article. The OVERLAND
CHINA MAIL carries a full report.Taking the chair at the annual meeting of the Hong
Kong Realty and Trust Company, Ltd., on April 15, Mr. J.
Scott Harston foreshadowed the provision of facilities for
bathing, on modern lines, at Repulse Bay. He said that in
the event of modification of the terms of the Crown lease
of the Company's rural property being obtained, it was in-
tended to develop along lines which would provide the
public with dressing and refreshment accommodation, as
well as other amenities. A full report appears in the
OVERLAND CHINA MAIL.Speaking at the annual dinner of the University Law
and Commerce Society held recently, the Chief Justice (Mr.
Justice John R. Wood) said that lawyers were living in an
interesting age. They were watching the beginning of the
standardisation of law throughout the world. A detailed
report of the speeches is contained in the OVERLAND
CHINA MAIL.Facts appertaining to the alleged theft of a registered
letter were disclosed by the Police in a case opened recently
in the Central Police Court. Accused is an Hungarian,
Harry Simon. A detailed account of the proceedings is
given in the OVERLAND CHINA MAIL.A pleasing ceremony was witnessed in the St. Andrew's
Church Hall on April 13, when the Rev. J. Horace Johnston,
B.A., a past President, was presented with a Chinese Ivory
chess set, from the members of the Kowloon Residents'
Association. The presentation was made by Mr. E. Cock,
M.B.E., who paid high tribute to the work done by the
recipient. The OVERLAND CHINA MAIL contains a full
report.H.E. the Governor (Sir William Peel, K.C.M.G., K.B.E.)
officially opened the new Kowloon Union Church on April
10, in the presence of a large and representative gathering.
A detailed account is furnished in the OVERLAND CHINA
MAIL.At the annual meeting of the Institute of Shipbuilding
and Engineering, better prospects for the coming year were
noted. A successful year's working was reported at the
yearly meeting of the Philharmonic Society, whilst Mr.
James Stewart was elected an Honorary Life Member of the
Victoria Recreation Club. All these are chronicled in the
OVERLAND CHINA MAIL.There is no phase of the life of the Colony or of China
that does not receive attention in the OVERLAND CHINA
MAIL—the weekly paper that YOU MUST ORDER NOW.Letters to relatives and friends in
other parts of the world frequently
fail to be written even by the most
ardent correspondents. It is a
kindly thought, therefore, to ensure
that those away from the Colony,
or folks at Home, should have an
unfailing supply of Hong Kong
and Chinese news every week—by
means of a subscription to the
"Overland China Mail."The word "Overland" is a re-
minder of the experience behind the
production, it having been published
since the early days of the
Colony, to be sent OVERLAND
because there was no Suez Canal,
and that was the quickest route
by which to get mail Home. In
the march of time the "Overland
China Mail" has become the most
popular weekly news budget, as it
has been compiled just to suit
to people with any interest
whatsoever in Hong Kong, and
many letters from Home, Austr-

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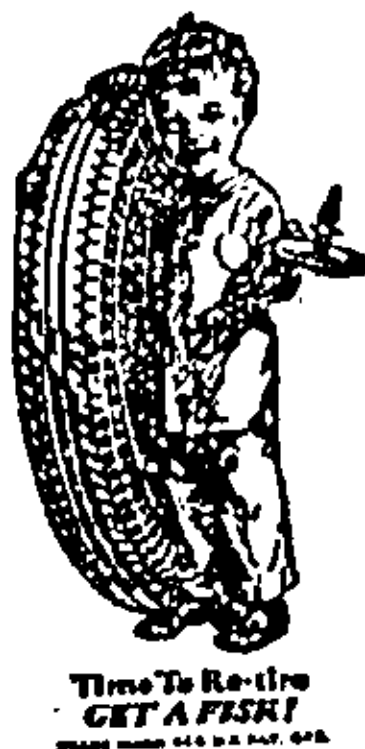
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CAR DESIGN.

Where Britain Leads and Fails.

(By A. G. Throssell, Daily Telegraph Motoring Correspondent.)

Are we contributing our share to the improvement of motor-car design, to the process of developing the ideal car? Although a period of acute depression is scarcely favourable to the introduction of new ideas, manufacturers in other countries seem more eager to adopt innovations in design and break away from the conventional.

In America half a dozen of the leading makers have suddenly and simultaneously decided that motorists want easier gear-changing, and that the free-wheel device is an amusing and attractive way to satisfy them. In Germany the recent Berlin show has evinced a similar sudden and simultaneous move for change, this time in favour of front-wheel drive and independent wheel springing.

Here there has been nothing comparable. The only novelties at Olympia were piecemeal hush and similar fads of fashion. There were fewer "unusual" cars shown than for many years. One might conclude that British manufacturers were clinging to the conventional design, too cautious to give inventiveness an innings. It is true that the past ten or twelve months have seen the adaptation of the hydraulic clutch to the car chassis and of streamlining to its body, ideas of first-rate importance but isolated instances of enterprise.

Generally the industry seems to be satisfied with the car as it is and to seek improvement only in details.

Of course, the novelties of America and Germany are not really new. The free wheel was given a good trial in this country a couple of

years ago; in fact, it was, I believe, first developed in Britain, and if we failed to appreciate its virtues the makers are not to blame.

Germany's Move.

Germany's experiments are more interesting. Front-wheel drive we have known of for years, thanks to the courage of one firm which experimented with and exploited this form of transmission; but it was mainly for racing and a far from cheap car. Germany seems to be developing the front drive for the sake of economy as much as for its mechanical advantages, such as they are. Of three front-wheel drives at Berlin two were on cars of decidedly popular price — a two-cylinder two-stroke costing £35, and an otherwise conventional "four" costing £180. But if we are to give up the normal arrangement of engine and driving axle the weight of the argument, theoretical and practical, seems much in favour of moving the engine to the rear, as Sir Dennis Bury does.

About the advantages of independently sprung wheels there is no dispute, and here I think British car-makers have laid themselves open to a charge of neglect. Firms have experimented; but, in spite of the example of a world-famous Italian car, which has established the complete success and reliability of front wheels independently sprung, nothing of the sort has hitherto been produced.

The usual excuse is that for our fine roads the existing system of resilient leaf springs with shock absorbers to limit their action may be old-fashioned, may be wasteful, may be unequal to really rough going, but is good enough.

Now that we are seriously trying to sell our cars abroad it is no longer good enough. For South Africa, South America, and other parts where ruts and potholes supply most of the road surfaces, a car with wheels that can independently accommodate themselves to the bumps and hollows would have a huge pull over its competitors. It looks unfortunately as if we shall not be the first, or even the second, in the field with a cheap and satisfactory system. The Americans are experimenting and hard at it. The Germans are now producing small cars, and cheap cars as well as big expensive ones with independent suspension. The B.M.W., which is the German Austin Seven, has now no front axle. And Germany, hitherto negligible as a car-producing country, is now ahead of us, not merely in these points of novel design, but in cheap production. The new Opel, Germany's popular car, is a six-cylinder of about 16 h.p., which as a saloon with sliding roof sells at £135.

But Britain is waking up. I was shown the new 8-cylinder Hampton. It is a low-built sporting car of only 17.8 h.p., and its great feature is that all four road wheels are independently suspended. It is rear-driven with pivoting driving shafts, and the front wheels are at either end of double transverse springs.

The car, with a fine saloon body, costs £575, and a "six" on a similar chassis is to cost £475; but I am told that independent suspension is no more costly than the ordinary system. Its superiority is beyond dispute.

IS LAYING-UP ECONOMICAL?

Interviews with motorists who have laid up their cars have disclosed, after due consideration, that what they were told they would gain in theoretical savings as regards wear and tear was wrong, as more money was spent on alternative methods of travel and recreation (says the Melbourne Herald).

One motorist who laid up his car, due to the popular cry of "stop motoring," found that he had actually expended nearly £3 in the month more than in the previous month when he was operating his car, and it was not possible to calculate in values his losses through waste of time.

Before laying up your car "for economy's sake" figure out whether the move actually will save money and remember that the average car carries five persons for the same cost as it carries one.

While laid up there is to be considered the interest on the capital cost of the car, continued market price depreciation while laid up, and the actual depreciation (deterioration) of tyres, the battery, and other parts.

Also the registration fees and insurance usually have been paid, and these represent lost money for the periods the car is laid up.

ON THE ROAD.

The Humber Snipe.

Every now and then there appears a new car which, without any striking novelty of design or unconventional feature, proves a winner from the very start. At once you hear on all sides that it is a wonderful performer of amazing value for the price, and these swift verdicts, so curiously unanimous, are nearly always right.

Such a car was the Humber Snipe, when introduced in the Autumn of 1929. It immediately created a new standard in car values, and, what is more, it set a fashion. Because of the success of the Snipe the medium-powered British car has been given three or four more horse-power, with effects on the performance far outweighing the extra £3 or £4 tax.

Eighteen months' experience in the hands of the public has shown the desirability of only minor modifications. The 1931 Snipe in all its main features is identical with its predecessor, but one of the changes has quite definitely made a good car better.

Instead of a plain carburettor with an open-air intake there is now a downdraught carburettor with an airfilter and hot spot. As a result the engine is protected from dust and road grit, as one built for export should be; it has got rid of the former air hiss at high speeds; it is ready to pull very soon after being started up on a cold morning; and its response to the throttle pedal is of that hair-trigger sensitivity which doubles the pleasure of driving.

The most noticeable other alteration is that the gear-lever is now central and American in style, and that almost every other control is on the steering wheel. The brakes are better—just as powerful but smoother in action—the steering is for a British car exceptionally low-gear and almost too light.

FUEL CONSUMPTION

Faults and Their Remedies.

There are many cases in which a petrol engine is unjustly blamed for consuming too much fuel. There are engines which "eat" petrol in spite of carburation being as good as it can be. Such engines are defective either in design or workmanship, and nothing that the user can do by adjustment will reduce their appetite for petrol. This type of engine, however, is rarely met with to-day, and in nine cases out of ten heavy fuel consumption can be reduced to a reasonable quantity by correct adjustments. There are instances in which an engine in good running condition gradually, or it may be suddenly, develops excessive petrol consumption. The causes for this are several, and though there is a tendency to suspect the carburettor at once, it is rarely blameworthy, and it is advisable when investigating fuel wastage to postpone experimenting with this instrument.

The first step is to ensure that the consumption figures obtained are reasonably accurate. It is not sufficient to assume that there are, say, 10 gallons of petrol in the tank unless that quantity has been seen poured in, or knowing the capacity of the tank, actually seeing it full. The next step is to ascertain whether any fuel can escape before reaching the carburettor by making certain there is no leakage from pipe unions, taps, and filters. Test the float chamber feed-valve to see that the fuel supply is cut off when the correct level is reached. To do this, cause the needle to admit petrol to the float chamber until the correct level is slightly exceeded. Petrol will then run out of the jet and drip from the carburettor body. These drips should quickly become less frequent and finally cease, showing that the needle valve has seated. Having carried out these tests and found no leakage, it may be assumed that some function of the engine is not being performed correctly if the fuel consumption is higher than it should be.

An engine will go a long time without being cleaned of carbon, but if it is desired to keep the petrol-bill as small as possible the valves should be ground to their seats every two or three thousand miles covered. The timing of the opening and closing of the valves affects the quantity of

fuel used, therefore the tappets should be inspected to see that there is a gap between the bottom of the valve stem and the tappet head when the valve is closed and the engine hot. If there is no gap when the cam is at its lowest position the valve will not seat properly, and, of course, will not be gas-tight. The result of both these defective tappet adjustments will be that more petrol will be used to cover a given mileage than would be the case if the valves were in good order. The gap should be between two and three thousandths of an inch when the engine is hot.

Misfiring will cause an increase in petrol consumption. Intermittent misfiring is not always easy to detect; a defective plug may spark in small throttle opening conditions, but may fail to function with the higher compression obtained with a wide open throttle. Plug points burn away slowly, and therefore the gap requires occasional adjustment. The length of the spark gap has some bearing on fuel consumption. Sometimes the ignition advance and retard lever does not move the contact breaker through its full movement, with the result that the ignition timing may be late, never being fully advanced. Late ignition will overheat the engine and also be the cause of more fuel than necessary being used. Clutch slip, of course, will cause fuel consumption to increase. It is not often nowadays that one experiences a slipping clutch, but slip will take place when the lining wears to the extent where the rivets project. Badly adjusted brakes are also a cause of fuel wastage. If the shoes are not clear of the drums when the hand or foot levers are in the off position, the vehicle will require a greater effort from the engine to propel it. All the foregoing remarks apply to an engine which has been economical in fuel consumption, but has gradually or suddenly become extravagant.

FULL STREAM-LINED CARS.

Slowly but surely the cult of the streamlined ultra sports body is gaining popularity, remarks The Motor. There are even a few standard sports cars which really look fast whatever their capacity in speed may be. Generally speaking, however, the enthusiast who wants the aerodynamics of his coach-work reduced to the nth degree, and insists on multicoats of paint and varnish to reduce skin friction, has got to have the body built specially.

A number of enthusiastic motorists are now greatly interested in fully streamlined cars, an incentive to which has been given by record-breakers' cars like the "Golden Arrow" and the "Blue Bird." One or two have been built, and others are now in course of construction.

At the moderate speeds possible on British roads the gain in miles per hour is actually not of much importance. The power that can be saved is, however, considerable. A roomy saloon car requires, in round figures, 50 h.p. to drive it at 60 m.p.h. Fully 36 h.p. of this power is necessary to overcome wind resistance. If the resistance could be halved, which is quite feasible by scientific streamlining, the total power required at 60 m.p.h. would be reduced to 32 h.p. At higher speeds the difference is more marked, for the resistance increases with the square of the speed. No doubt the chief incentive in designing and building streamlined cars for ordinary use is the pleasing appearance obtained, and in a car intended for fast Continental touring it has its practical value as well.

BRITISH CARS OVERSEAS.

Mr. Victor Riley, chairman and managing director of Riley (Coventry) Ltd., in the course of his speech at the recent shareholders' meeting, said that whereas our overseas possessions annually took some 600,000 cars, Great Britain supplied only 10 per cent. of this total. If this country could recapture but a quarter of the total, production would be doubled, twice the number of men would be employed and still lower prices would prevail in the home market. He pointed out that the small car was coming into its own, and in this market Britain had always led the

1,704 MILES.

Tour by Ford Transport Plane.

A Ford trimotor transport plane, fitted with new high-speed equipment for the reduction of head resistance, has just completed a 1,704-mile tour at an average speed of 128 miles per hour. Government officials at Washington participated in part of the tests of the plane which gives indications of ability to greatly accelerate scheduled air line travel by permitting increased intercity cruising speeds. The tour was from Detroit to Washington, New York, and return, with several side trips.

The fastest leg of the tour was a flight between Langley Field, Virginia, and Washington, D.C., a distance of 135 miles. With Major Hugh J. Knerr, commanding officer of the Second Bombardment Group, at the controls, the plane carrying a pilot, nine passengers and considerable baggage, covered this lap in 55 minutes, at the rate of 148 miles per hour. The slowest leg was the 404 mile jump from Newark, N.J., to Cleveland over the Allegheny mountains against a strong head wind. The plane negotiated this lap in 3 hours, 50 minutes, in spite of the adverse wind, at a rate of 105 miles per hour. On the home flight to Detroit from Cleveland the same day, the plane covered the 115 mile lap in 50 minutes, at the rate of 138 miles per hour.

On two other occasions, the plane averaged 138 miles an hour or better on long jumps. One was the outbound flight between Dayton, O., and Washington, via Vandalia, Pa., and Cumberland, Md., when the plane covered 405 miles in 2 hours and 55 minutes, at a rate of 133 miles per hour. A 73 mile jump between Camden, N.J., and Newark was covered in 31 minutes, at a rate of 140 miles per hour.

The plane which made this record is a standard Ford 5AT trimotor powered with Wasp engines. It was fitted with the new high-speed equipment comprising refinements in fuselage design as well as engine ring cowling, all aimed at the reduction of head resistance to permit greater speed in flight. During the tour the average speed of the three engines was 1,700 r.p.m., a normal gait, while fuel consumption averaged 65 gallons per hour.

The standard 5AT transport, without the high speed equipment, has been rated as having a high speed of 135 miles an hour, not greatly in excess of the average speed recorded on the recent tour, and a cruising speed of 112 miles per hour.

The tour started at Ford airport, Dearborn, Mich., carrying the party to Dayton and Washington. From the latter city an 80 mile round trip was made to Baltimore and return in 40 minutes, at a rate of 120 miles an hour. Several days later, the plane cruised to Langley Field, via Louisa and Richmond, covering 190 miles in 1 hour, 48 minutes, at the rate of 111 miles an hour. The party then returned to Detroit, via Camden, Newark and Cleveland.

SINCERE'S

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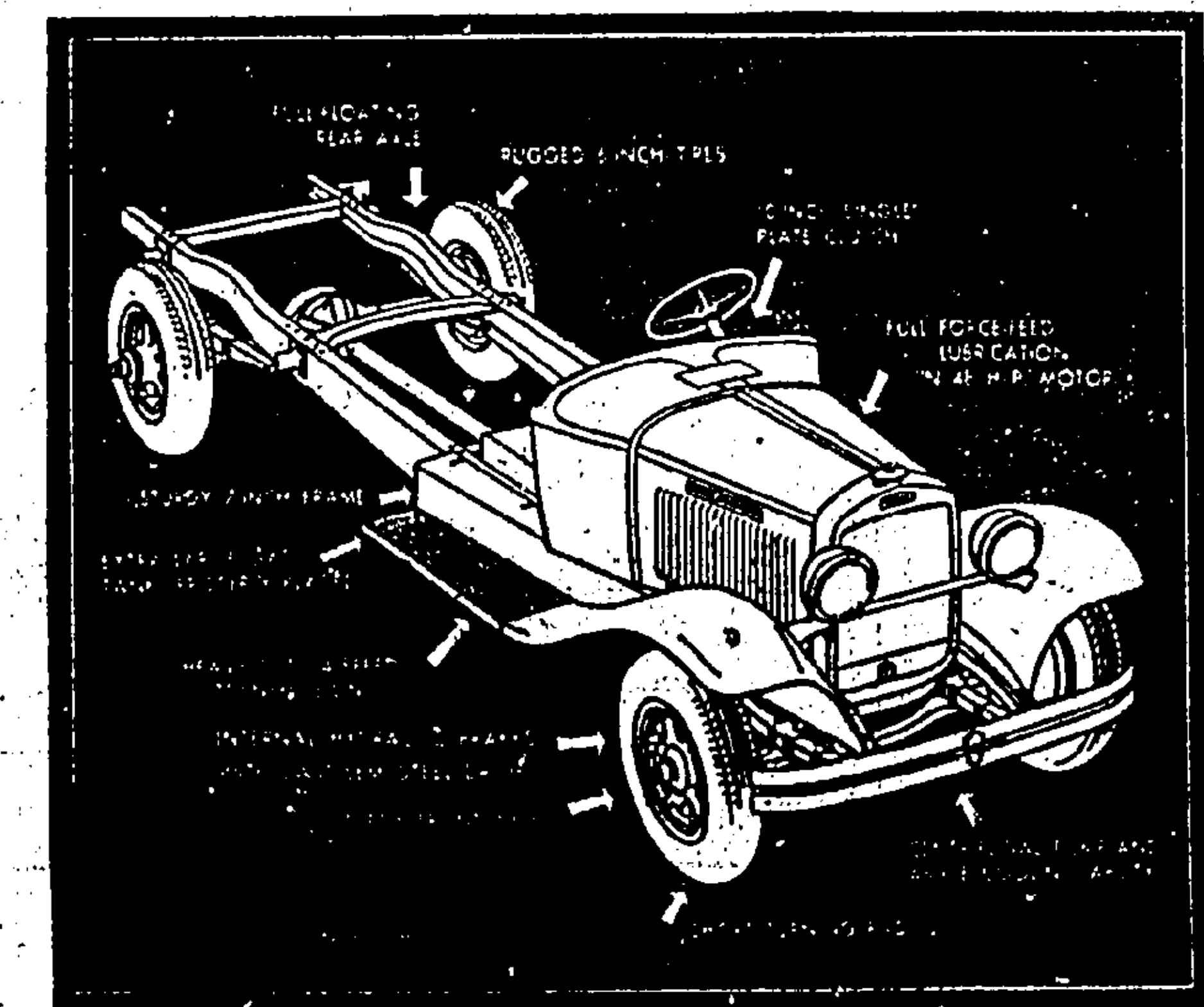
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CAR LIGHTING

FAULTS AND THEIR REMEDIES.

Taking it by and large, the lighting system of the modern automobile is as reliable as most other things about the car, so that very little trouble is likely to be experienced if a certain amount of attention is devoted to its upkeep.

Apart from neglect, most lighting troubles arise from too large a load, caused by the use of too many accessories or by the use of larger lamps than are really necessary. To ensure reliable lighting, the total current taken by all the lamps should not equal the output of the generator, so that a small surplus is shown on the "charge" side of the ammeter. Using higher candlepower lamps than the normal is likely to cause a discharge of several amperes from the battery, and if it should happen that this is in a state of poor charge, due to excessive starter use or old age, the lighting will drain the battery in a short time, and the light given by the lamps will not be nearly as good as would be the case if the normal lights had been used. Modern headlights are so designed that a brilliant driving light is obtained from a minimum of candlepower, and the use of larger lamps than those supplied by the maker will simply waste current without creating a better driving light.

Owners of cars who do a lot of night driving should make a point of going over the lighting system occasionally with the object of both cleaning it and finding the location of the vulnerable points in its circuit. The fuses particularly should be found, and their positions memorised. (Usually there is one under the dash and one in the generator itself, but the actual positions may be found from the illustration in the instruction book.)

Sudden excessive brilliancy of the lights indicates that the battery has become disconnected, or partially so, at some point in the circuit. This effect is likely to be followed by the extinction

of all the lights, due to either the fuse or the filaments of the lamps "blowing." Should this happen, the cause of the trouble should be found first, and remedied, and the fuse or the lamps replaced. If it should happen that no spare fuses are available, a piece of tin or lead foil, such as is used for chocolate wrappers, should be wrapped round the old fuse body and the fuse inserted in the clips. This type of repair is quite safe, and will last for some time.

The Ammeter.
The ammeter is a valuable guide to the efficiency, or otherwise, of the lighting equipment. Suppose, for example, when all the lights are switched on and the generator is running normally, the ammeter shows a heavy discharge, the inference is that the generator is not charging; and this is probably caused by the fuse in the generator having blown, or to the contact points in the cut-out being badly pitted or burned. Another trouble, that of the charging rate falling well below normal so that the battery instead of receiving, say, 12 amperes is getting only four or five, is usually caused by a dirty commutator or by worn-out brushes. Either of these causes is very harmful in that sparking is produced at the brushes, causing rapid deterioration of the commutator and brush gear. The cover plate should be removed from the generator every 5,000 miles, and the commutator and brush gear cleaned with a rag moistened with petrol.

The Battery.
There are two main factors that should be kept in mind as regards the lighting—that the generator is delivering its proper output and that the battery is always well charged, but not overcharged for any considerable period (on long runs it is good practice to keep the lights burning, to reduce the rate of charge of the battery). Keep the electrolyte (the acid) level above that of the plates, adding distil-

ed water if the level gets low. Once a month check the level of the solution and at the same time examine the battery connections, making sure that they are tight and free from corrosion. If the lighting circuit is of the frame return or one wire type, see that the copper strap that connects one terminal of the battery to the frame is in good order.

Poor Contact.
Poor lights may be caused by old and blackened lamps, and if this is the cause they should be renewed. Another reason is that the generator may not have been giving its proper output and the consequent discharge of the battery has run it down, or, again, the terminals in the lamp socket itself may have become dirty, so creating added resistance to the line. If any of the lights should be jumpy a bad contact may be suspected. It may occur in the lamp holder, due to the spring contact plunger having struck, or it may be an ill-fitting lamp that is making poor contact. Another cause may be a broken wire inside the insulation. A test for this can be made with a new piece of wire connected between the lamp terminal block and the connection in the lamp holder.

Correct Lamps.
Another cause of poor lighting is bad focusing. If the lamp is out of focus a black spot will appear in what would otherwise be the centre of the beam. This not only causes discomfort to the driver but is a nuisance to other drivers, because the glare from such a lamp is excessive.

In order to prevent troubles of this kind it is good policy to get exactly the same type and powered bulb when replacements become necessary. In any case, the focus of the headlights should be tested before the car is taken on the road. The time taken for this job is, at the most, five minutes, and it may be the means of avoiding a bad accident. Nothing is so important in night driving as good lights, and as very little time need be devoted to keeping the lighting equipment at its best there is no reason why every motorist should not enjoy the feeling of safety that good lights give.

QUERIES ANSWERED.

W.B.M.—Is it likely that an adjustment of the gap in the plug could have any effect on petrol consumption? Recently I found that I had been running the car with the plug gaps too wide, and after adjusting them was surprised to notice that the petrol consumption was much better. Could this be due to the plug gaps? My car is a six cylinder Pontiac. So far as actual running is concerned I noticed very little difference.

Ordinarily, so long as the plug fires, the size of the gap should not make any difference to the petrol consumption; it is possible that what happened in your case is as follows:—The six cylinder engine is so smooth in its running that an occasional miss, which would probably be caused by too large a gap, would pass unnoticed. This miss would naturally have an adverse effect on the petrol consumption. When the gaps were adjusted to their correct opening the trouble would probably be overcome, with a consequent improvement in the consumption.

G.R.G.—What is the easiest method of removing the starter-generator from a 1923 Dodge car?

The first thing to do is to take the driving chain apart. This can be done by turning the engine over slowly by hand while you watch the chain until you can see the place where a small wire, something like a cotter pin, is used at one end of the chain. You will find that this wire goes through two of the pins. After you have removed this wire it is advisable to take another wire and run it through the portion of the chain above the sprocket, and then use another piece of wire, and run it through the chain below the sprocket. This will hold the two ends of the chain. You can now remove the link which holds the two ends of the chain together, and after the chain has been taken apart you can readily remove the starter-generator.

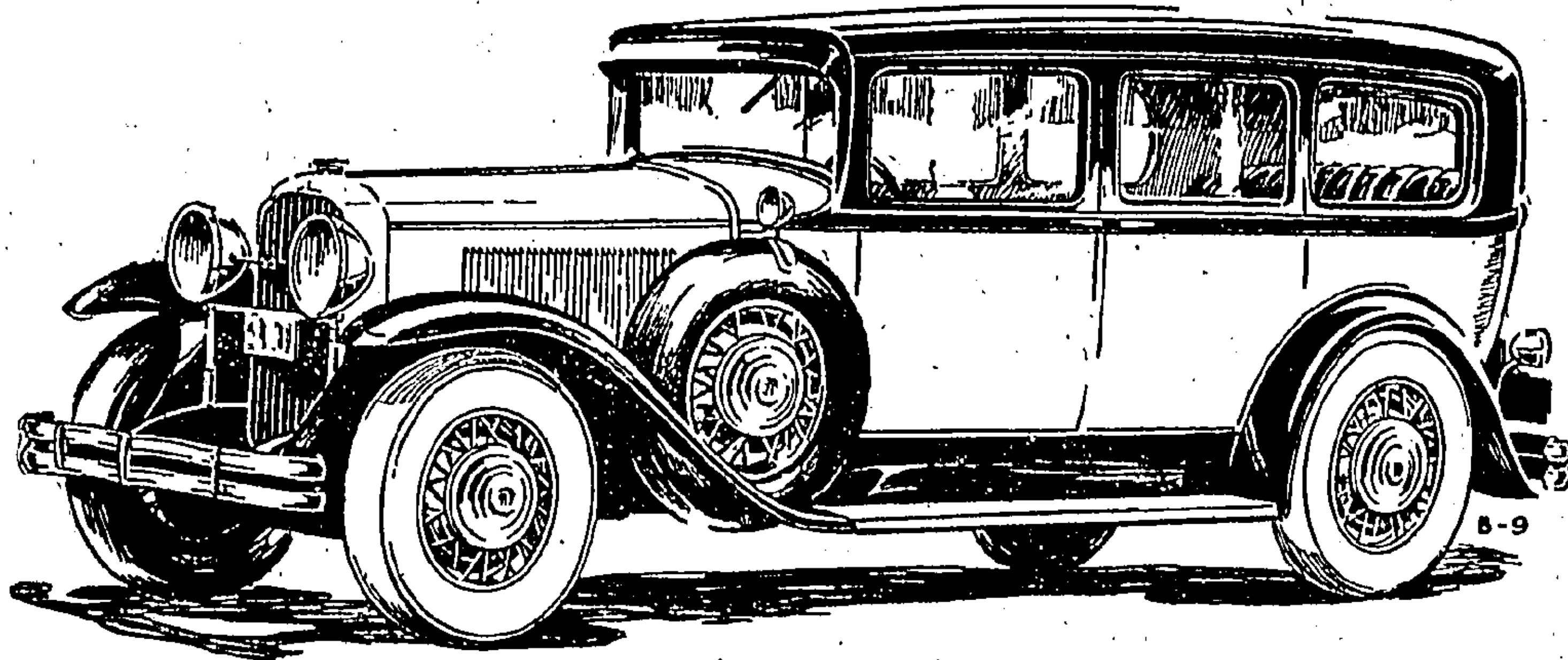
L.J.M.—There is a little matter regarding a Morris Cowley car on which I would like some information. This is a 1928 model (11.9 h.p.), and for some time I have been having trouble while changing gears. As a matter of fact, the gears clash while changing into any speed position, particularly first speed. The clutch stop adjustment is adjusted to let the clutch springs be compressed to their utmost when the clutch pedal is depressed, that is, until the pedal cannot be depressed any further. In spite of this I usually clash the gears. One thing I might say is that if I pause for rather a long period in neutral before changing up I may get a slight change, but not always. I have an idea that this trouble is caused by an over-spinning clutch.

due to the oil. Is this right, and how may I overcome this difficulty? Should there be some mechanism to prevent the clutch from spinning while it is out of engagement?

It is possible that your trouble is caused by the use of too heavy an oil or that you have not been changing the oil with the frequency recommended by the manufacturers. As you know, the clutch plates are of the cork insert type, and run immersed in a bath of engine oil, this oil finding its way in from a passage through from the crankcase. If the oil is too heavy, or is allowed to run so long in the engine that it becomes gummy, there will be a marked tendency for the plates to stick, and, consequently, for the clutch to spin. If you are using the correct grade of oil you might try flushing out the clutch housing. There is a drain plug located under this housing by means of which it is possible to drain off the clutch oil. Drain this off while the engine is hot, and preferably when you are changing the engine oil. Remove the cover plate from the top of the clutch housing, and flush the clutch with a mixture of kerosene and oil, washing this mixture out with clean engine oil. Allow both washes to completely drain out, and then fill the clutch housing, through the clutch cover hole, with clean engine oil of the correct grade. Replace the cover plate, and then fill the engine sump to its correct level. Attention to this detail should correct your trouble, as normally the Morris clutch is very sweet, engagements, as a rule, being very easy. No clutch stop is fitted to the Morris clutch, and as the engine is of the high speed type, it is essential to pause for a while in neutral when changing up.

C.W.H.—Just recently I purchased a Morris Cowley which is fitted with four-wheel internal expanding brakes. These are quite satisfactory except that when I apply the brakes there is a bad squeal. I have tried binding the drums, having been told that this would cure the trouble, but this has had no effect. Is there any way of stopping this trouble?

The method that is used on later models of the Morris is to bolt a tight-fitting steel band around the brake drum. This dampens out the vibrations (which cause the squeal), and is effective as long as the brake lining is in good order. If the binding you have installed is a good tight job, the trouble is probably with the brake linings. These are possibly worn so that the rivets are exposed, and these coming into contact with the drum would cause a bad squeal. Check up for this condition and either drive the rivet heads below the surface of the lining or install new linings.



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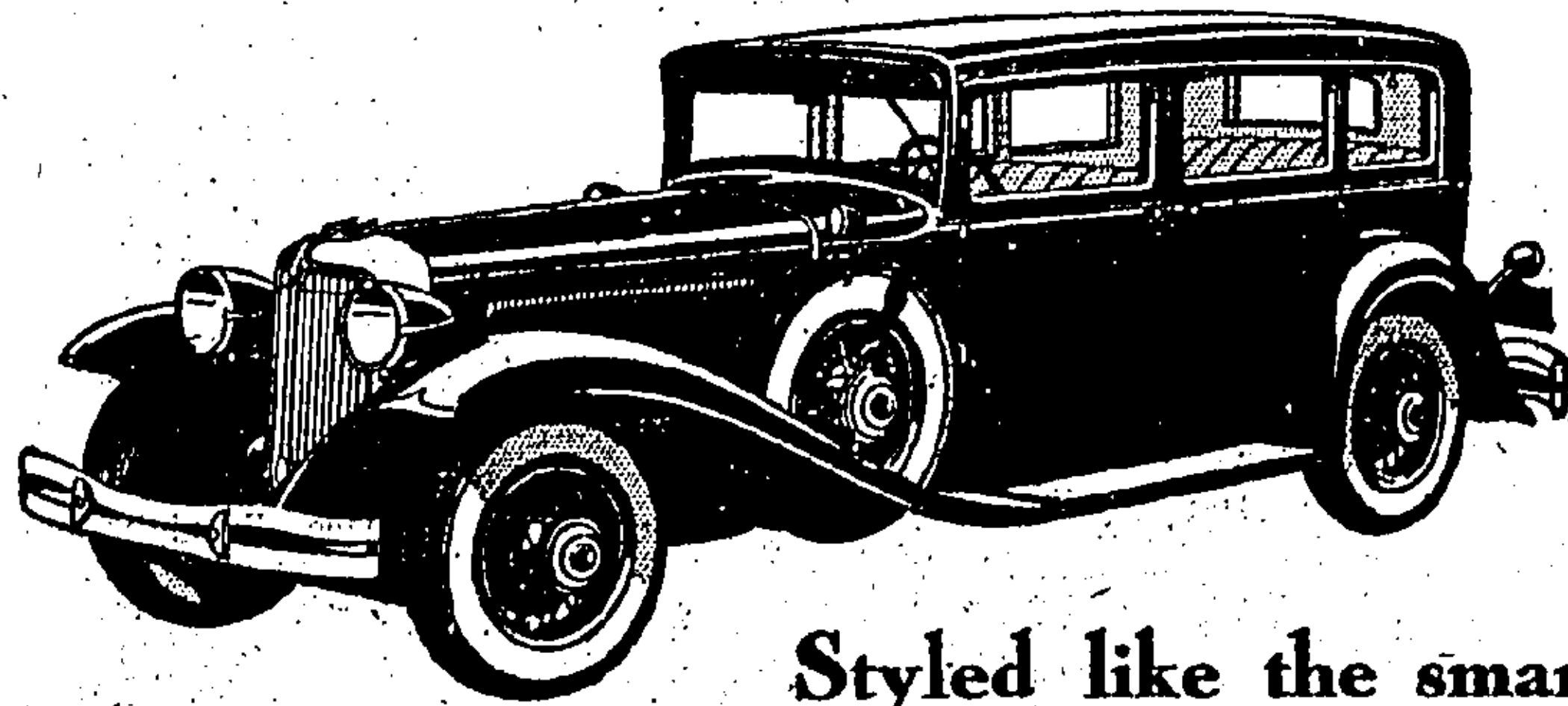
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"I HAVE LOST LOVE OF MY PEOPLE."

(Continued from Page 1.)

Replying to a query as what Spain would do in connection with the Italo-Spanish Treaty, which had caused such heart burnings in France, Senor Prieto snapped: "Denounce it immediately!"

The Foreign Minister, Senor Lerroux, interviewed, affirmed the Republicans' ability to avoid dismemberment of the country or slipping toward the extreme Left. —Reuter.

Earlier News.

Madrid, Yesterday.
Alfonso sailed before dawn aboard the cruiser Principe Alfonso.

Sad Procession.

While Cartagena was sleeping, at 4 o'clock in the morning a procession of five cars entered the city and hurried to the naval shipyard. It was a sad procession, which seven hours earlier stealthily left Madrid to smuggle the King out of his country. Two companies of bluejackets drawn up at the quayside saluted the King, and after a few handshakes Alfonso walked smartly up the gangway aboard the Principe Alfonso.

There was a touching scene as he stepped on deck. Two naval officers sprang to attention and shouted, "Long live the King!" "Long live Spain," Alfonso replied, raising his hat.

His words were eloquent of the patriotic motives which led him to sacrifice his crown.

"Sire, I am sorry," came from the quivering lips of the Captain General as he stretched out his hand in farewell. "I am only being true to my traditions," replied Alfonso. That was the end.

Alfonso was quickly conducted to his cabin, the anchor was weighed, and the dark shape of the cruiser slowly disappeared.

Bidding Good-bye.

The King left behind a manifesto with instructions not to publish it until he left Spain. There was a very moving scene as Alfonso left the palace en route to Cartagena. The King turned to his entourage and said, "I depart with a quiet conscience." Alfonso at that moment appeared on the verge of a breakdown, and was unable to finish his last words.

A cortege of five cars, one of them containing a sergeant of the Civil Guard and seven men fully armed, waited outside the palace. Alfonso then embraced and bade farewell to the Queen and members of his family. As he left the chamber, the halberds saluted and the officers cried "Long live the King!" Alfonso, displaying no emotion, entered the lift, saying only "Long live Spain."

Many spectators of his departure were in tears. The King recommended "calm and tranquillity." He left the palace and took his seat alone in one of the waiting cars, and the cortege hurried off.

The Government had detailed a special detachment of the Civil Guard, wearing red brassards, to patrol the neighbourhood of the palace all night long, in order that popular demonstrations of joy would not offend the susceptibilities of the Queen and her children before their departure in the morning.

No Formal Abdication?
Though Alfonso has left the country, it is authoritatively learned that he has not formally abdicated, and did not sign any document before his departure.

Queen's Farewell.

The Queen and her daughters have left for Iran.

A huge concourse assembled at the Central Station at Madrid this morning, to witness the departure of the Queen and her daughters. They were disappointed, for the Queen and her children unobtrusively boarded a train for France at a wayside station.

The train was driven by the Duke of Saragossa, who always acted as engine-driver for the King and Queen. A number of Court dignitaries were aboard the train, accompanying the Royal family on its exile.

Touching Scenes.

Tears streamed from the face of the Duke of Saragossa, the nobleman driver of the Spanish Royal trains, as he opened the throttle of the engine of the train conveying the Queen and her family to the frontier. The party, which boarded the train at Escorial station, a few miles north-west of the capital, included the Queen and her daughters Beatrice and Christina, her sons Jaime and Gonzalo, and the Prince of Asturias.

The party's motor-cars were drawn up in the roadway near the station an hour before the train steamed in. On arrival at the station the Queen was greeted by members of the late Government and a number of aristocrats. Ladies, overcome with emotion, surrounded the Royal family and flung their arms round the Queen and her children. The Prince of Asturias, who is suffering from a distressing malady, was carried to the train in the arms of attendants.

Infante Juan at Gibraltar.

Gibraltar, Yesterday.
Alfonso's son, the Infante Juan, who is a naval cadet at Cadiz, arrived here from Cadiz to-day aboard a Spanish destroyer and went to the Hotel Bristol.

The Infante Juan subsequently went to Government House on the invitation of the British Commander-in-Chief.

In Gay Madrid.

Madrid, Yesterday.
While Alfonso was leaving for Britain the capital was deliciously celebrating the advent of a Republic. Yelling bands of youths of both sexes in holiday mood were wearing the red, gold and purple tricolour, and dancing in the streets, unmolested by the police who were only noticeable for their rarity.

The centre of interest was the Central Station, where an enormous crowd was hoping for the arrival of Major Franco, the airman hero of the Quatrocientos aerodrome revolt. When the express from Paris was two miles from the terminus, it was held up by hundreds of red-bonneted youths and girls standing on the line waving flags. The crowd climbed the steps and roofs of the carriages, and eventually the train was able to proceed slowly through the masses of people along the line, to the station.

All were most disappointed when their reception committee, which entered the train, reported that Franco was absent.

Outside the station, in warm Spring sunshine, girls and buxom señoritas joined hands and danced round the Republican flags, or climbed on every passing vehicle. There was no sign of disturbance.

Passengers in the express, including a number of Spanish titled people were allowed to pass through the dense crowds without trouble. —Reuter.

National Festival.

To-day was declared a national

Festival.

A proclamation by the new Government says: "The Provisional Government of the Republic has taken over power without formality and without resistance. It assumes the headship of the State with the express assent of triumphant political forces, registered by popular vote at the elections. Interpreting the unhesitating desire of the nation, the committee of public forces, whose coalition has been established to inaugurate the new regime, designates Alcala Zamora to the Presidency of the Provisional Government of the Republic."

A Worthy Head.

Zamora, who is head of the new Government of Spain, has twice been a Minister of the Crown, and is the only ex-Minister to abjure the monarchy and become a Republican. By his conversion, the Republican ranks have gained one of their cleverest adherents. He was the mainspring of the December rising, after which for six months he conducted the Republican business from prison. He is one of the greatest orators in Spain and one of the best informed men on military questions, particularly the Moroccan question.

Yesterday, the train from Paris bringing the exiled Spanish revolutionary leaders, including Senor Prieto, Minister of Finance in the Republican Government, had a frenzied welcome at the frontier station. The crowd was disappointed at not seeing the airman Major Franco, who, with General Delano, is returning to-morrow.

The city was in fête to-day, in spite of a general strike and the proclamation of martial law, following serious incidents last night reminiscent of the French revolution. A crowd of thousands besieged the jail, demanding the release of political prisoners, not aware that an order for their release had already been given.

The crowd tried to set fire to and storm the prison, and the Governor in order to avoid bloodshed released all the prisoners, including criminals.

Similar scenes occurred at the women's prison, where the fingerprint department was destroyed.

High-Handed Action.

Several deaths are reported in subsequent street fighting, the cause of which is unknown.

The police fired on a crowd attacking a police depot.

The National Confederation of Labour has proclaimed a twenty-four hours general strike in order to "prevent any monarchist reaction." Armed peasants have been holding up all vehicles in the district, only allowing Republican supporters to pass.

Col. Macia, the provisional President of the Republic of Catalonia, has issued a declaration that he has assumed office provisionally, under Zamora as head of the federated Spanish Republic, and the Catalan Republic will be an integral state within the Spanish federation.

London, Yesterday.
Alfonso will be assured of a welcome in Britain if he cares to come, judging by sympathetic assurance in London newspapers, suggesting suitable residences like Craigwell House, where King George stayed during his illness.

Prince's Visit Unlikely.
A message from Bahia (Brazil) states that the news of the abdication has caused a sensation among passengers on the Arlanza, on which the Prince of Wales and Prince George are returning after their South American tour. Their homeward itinerary included a descent at the Madrid aerodrome to enable the Princes to see Alfonso. This section of the programme will probably be cancelled. —Reuter.

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